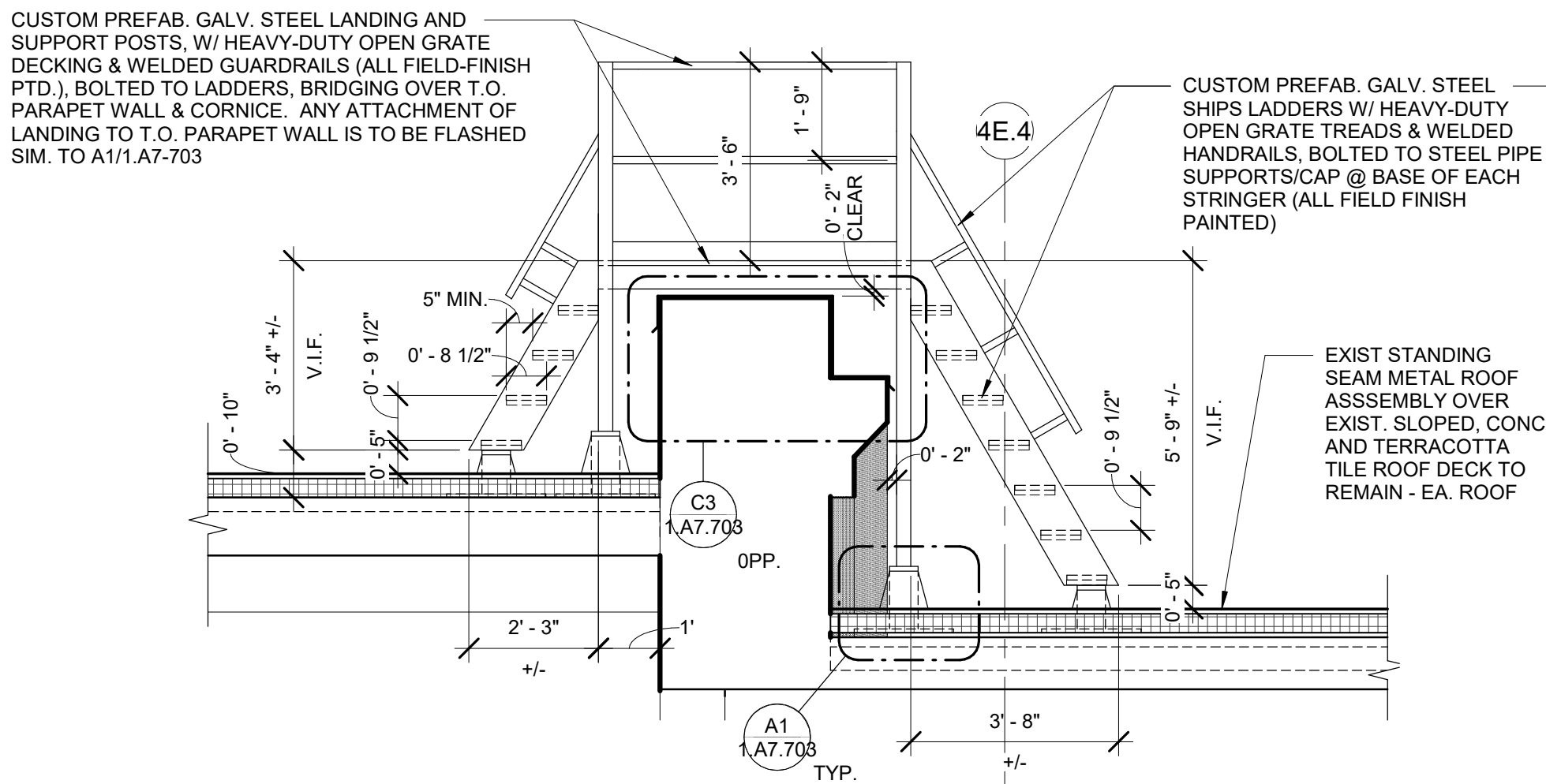


B1
1.A5.101 3/8" = 1'-0"

ENLARGED ACCESS PLAN - UPPER ROOF PARAPET

SOGR - 1



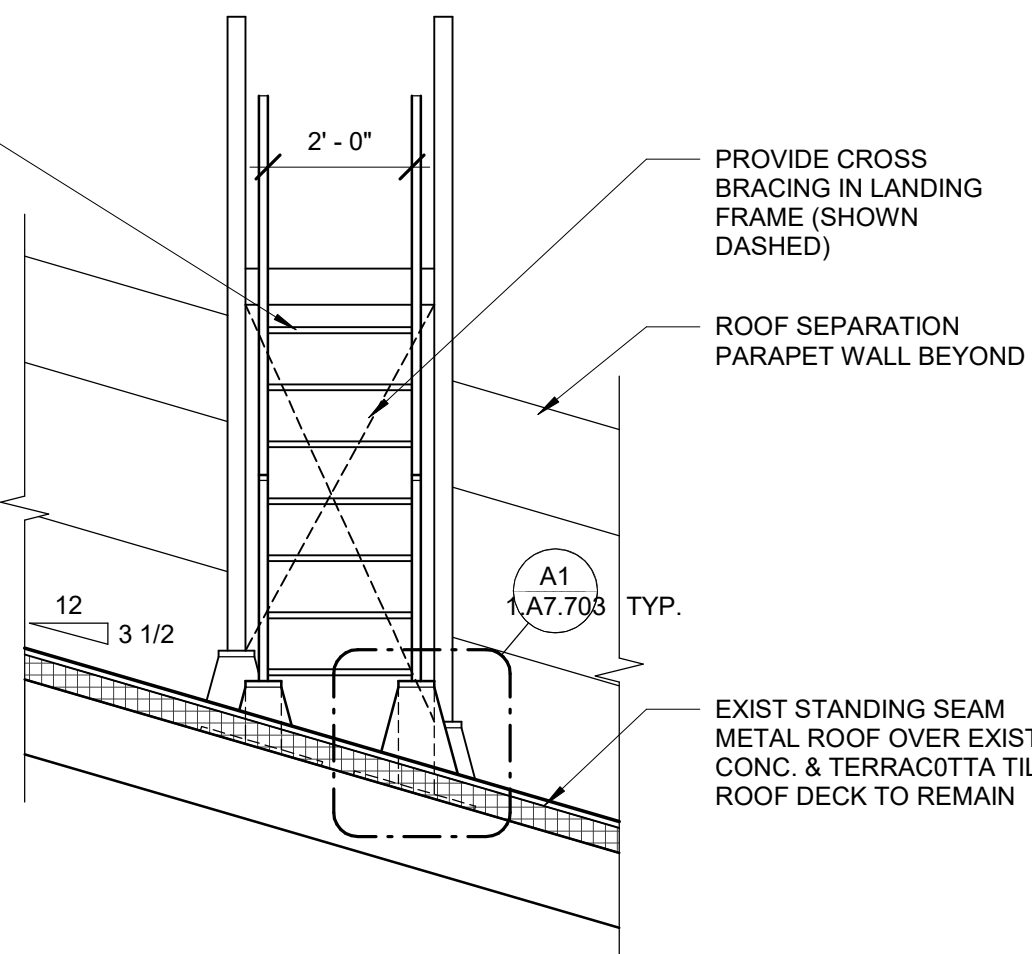
A1
1.A5.101 3/8" = 1'-0"

ACCESS SECTION - UPPER ROOF PARAPET

SOGR - 1

CUSTOM PREFAB. GALV. STEEL SHIPS LADDERS W/ HEAVY-DUTY OPEN GRATE TREADS & WELDED HANDRAILS, BOLTED TO STEEL PIPE SUPPORTS/CAP @ BASE OF EACH STRINGER (ALL FIELD FINISH PAINTED)

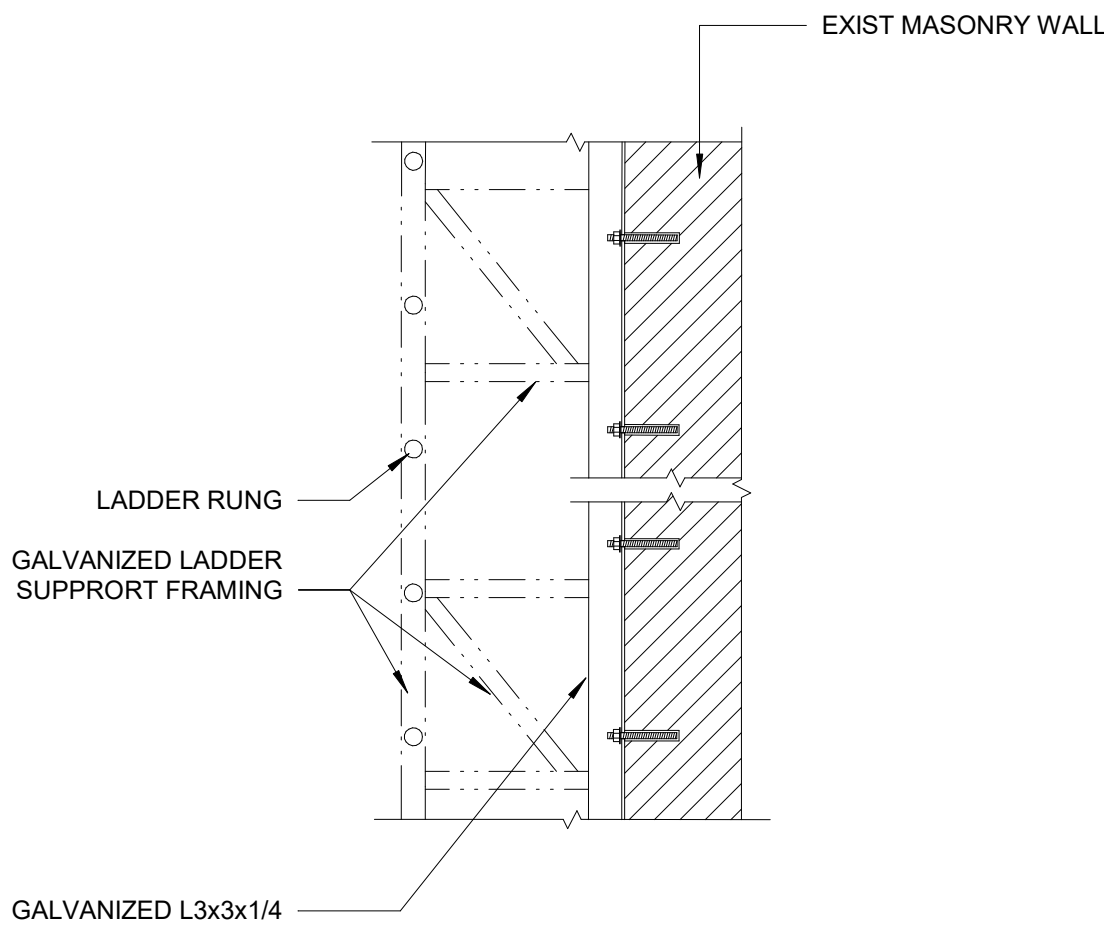
EXIST STANDING SEAM METAL ROOF ASSEMBLY OVER EXIST. SLOPED, CONC. AND TERRACOTTA TILE ROOF DECK TO REMAIN - EA. ROOF



A2
1.A5.101 3/8" = 1'-0"

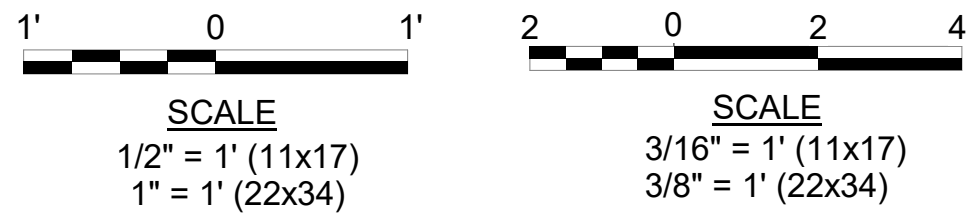
ACCESS LADDER ELEVATION

SOGR - 1



A3
1.A5.101 3/4" = 1'-0"

TYP LADDER ATTACHMENT DTL



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				Approved	Date	PENN STATION PARTNERS, LLC 1300 Thames Street, Suite 10 Baltimore, MD 21231 United States Tel 410.123.4567 Fax 410.123.4567
				QUINN EVANS 100 North Charles Street, 14 th Floor Baltimore, MD 21201 Tel 410.576.0440		WSP USA 1300 North 17 th Street, Suite 1000 Arlington, VA 22209

Seal/signature :

BALTIMORE
HEADHOUSE REHABILITATION
EXTERIOR ENVELOPE - EARLY RELEASE

MARYLAND

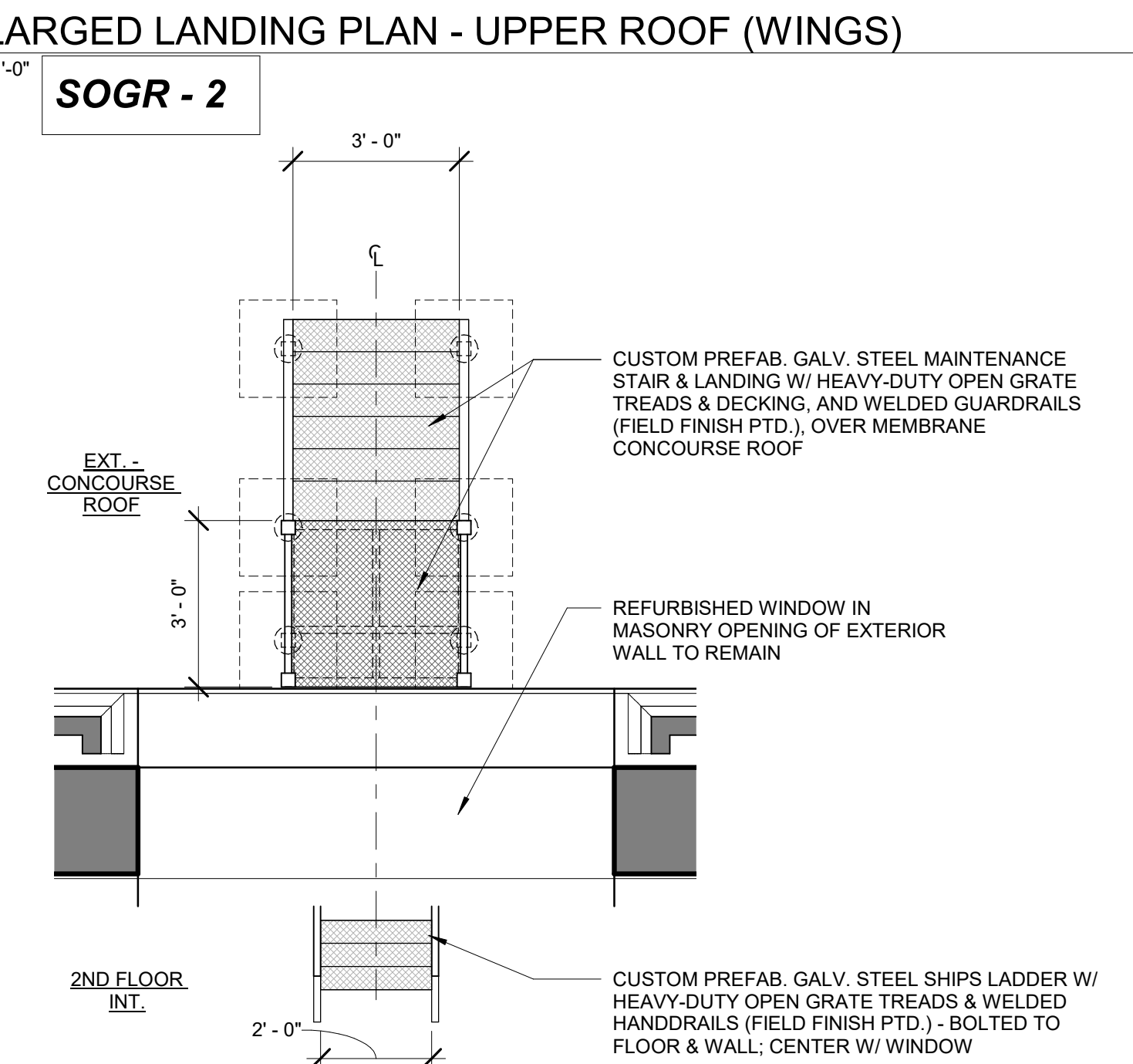
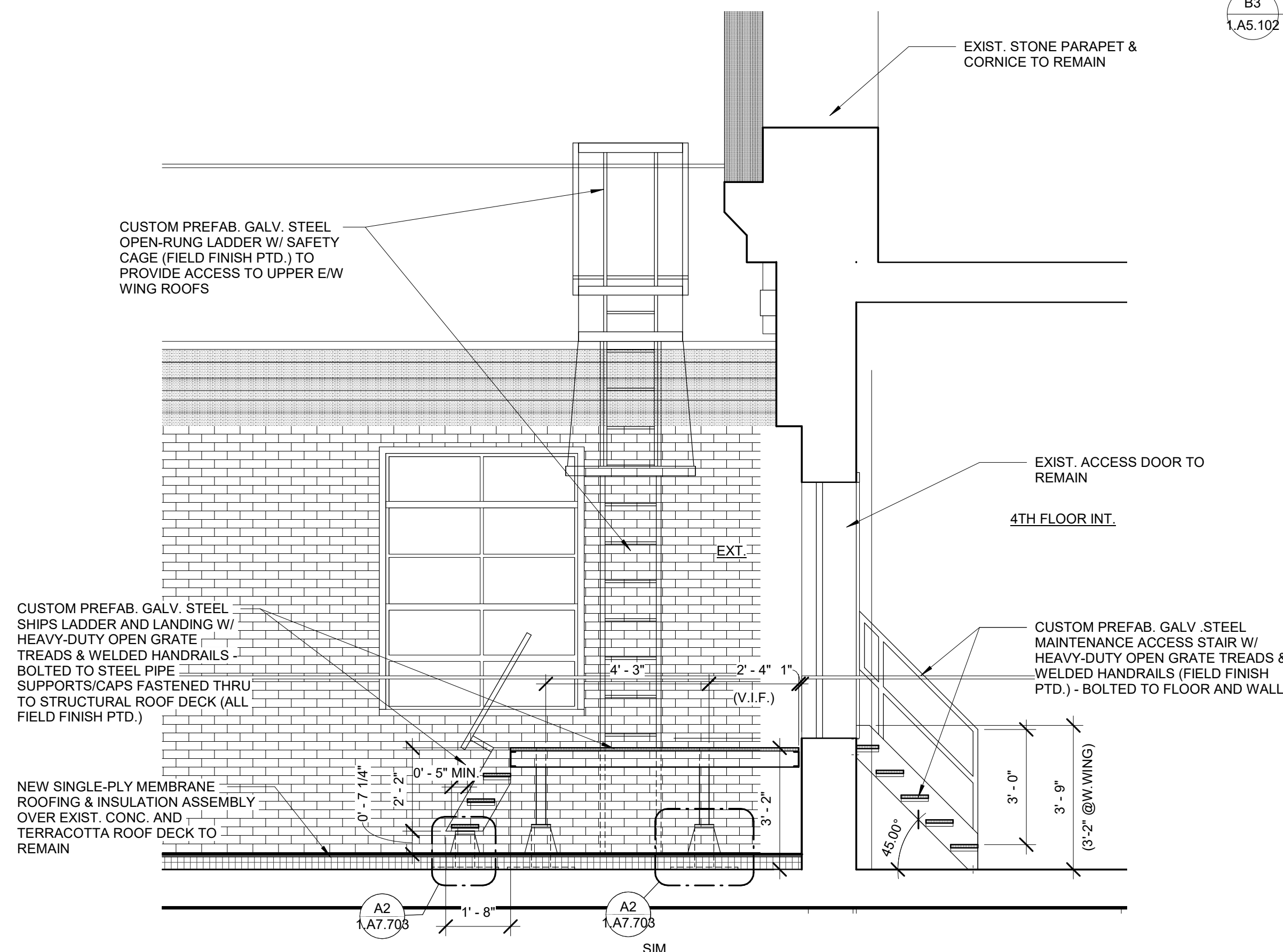
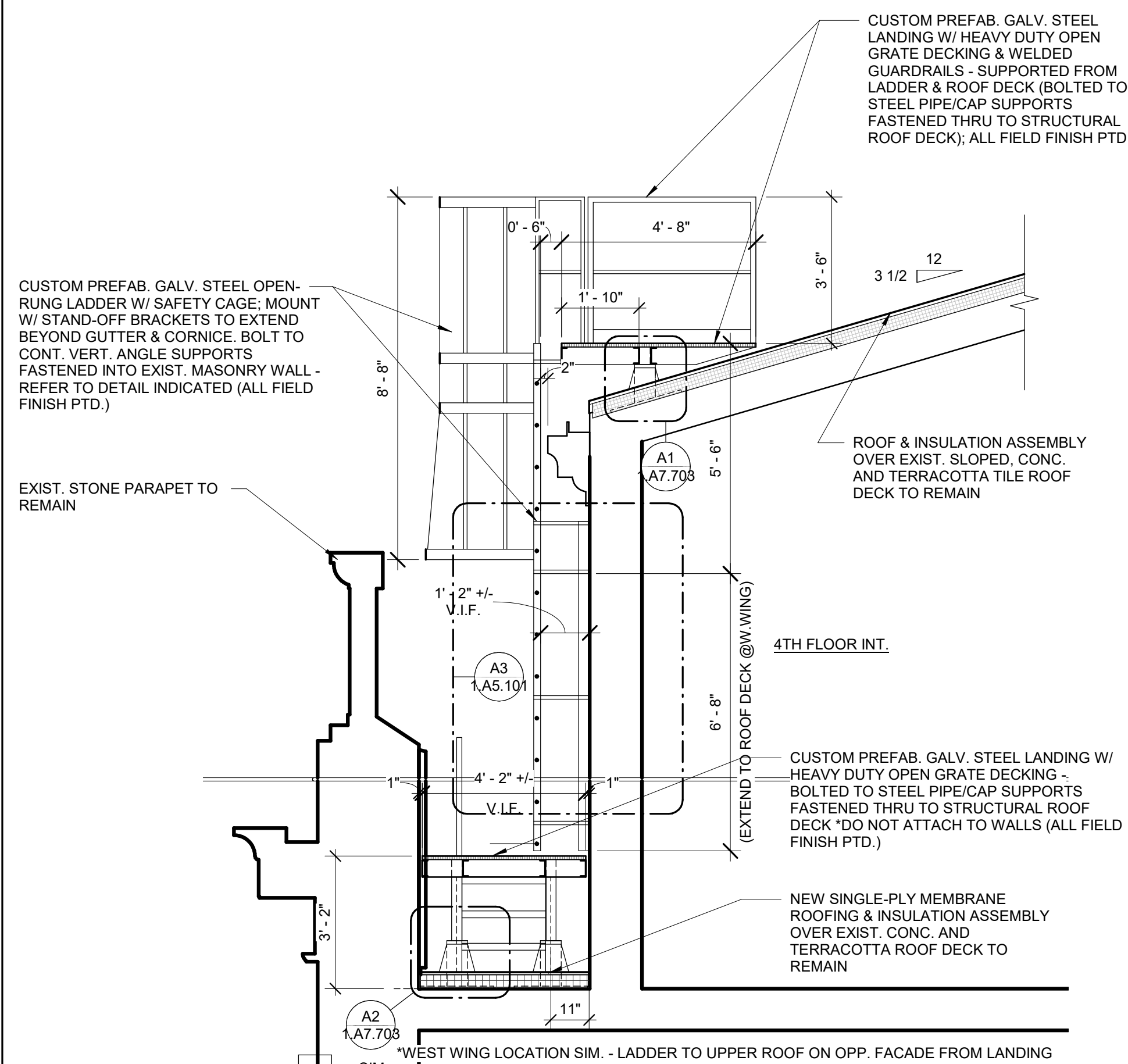
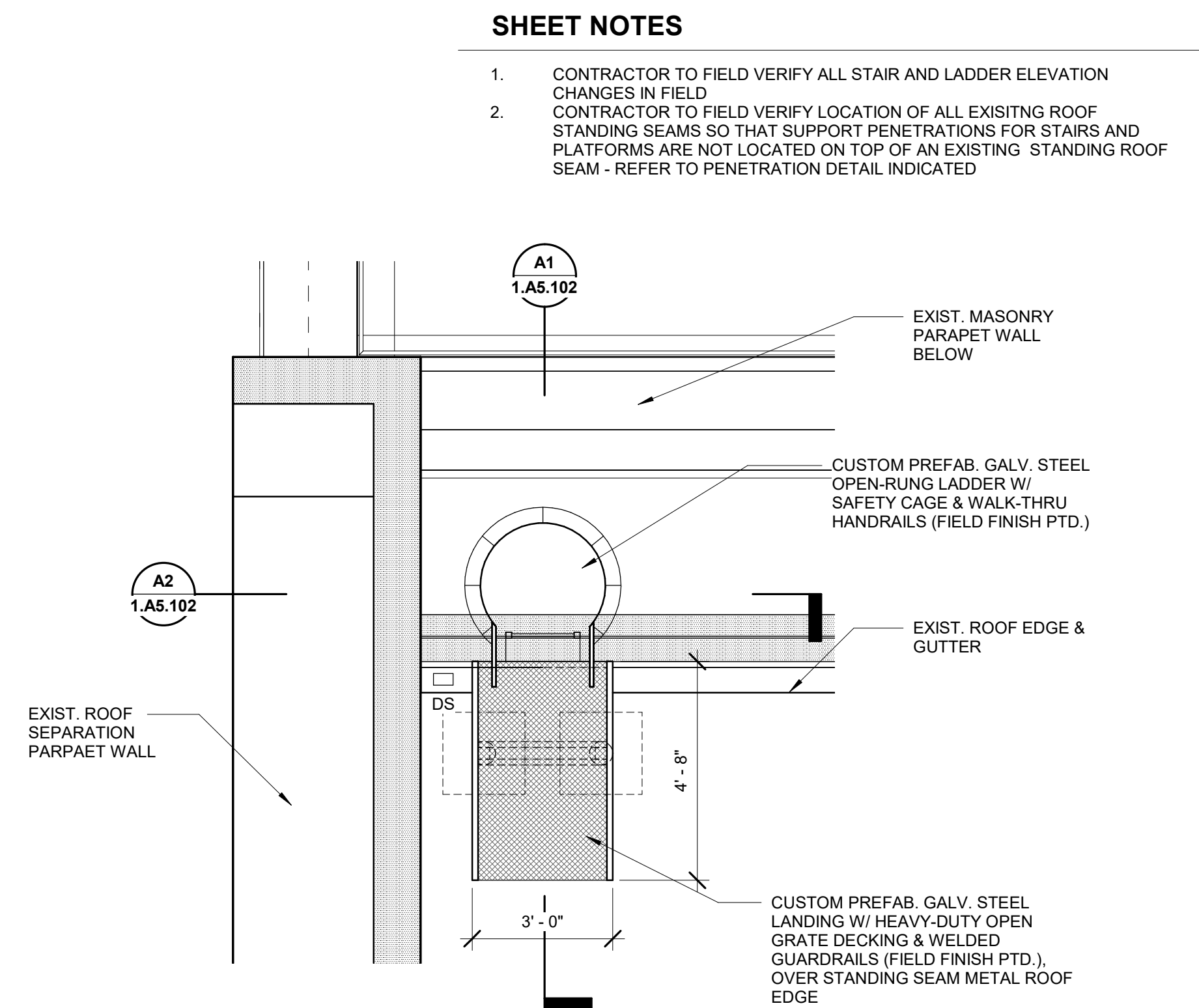
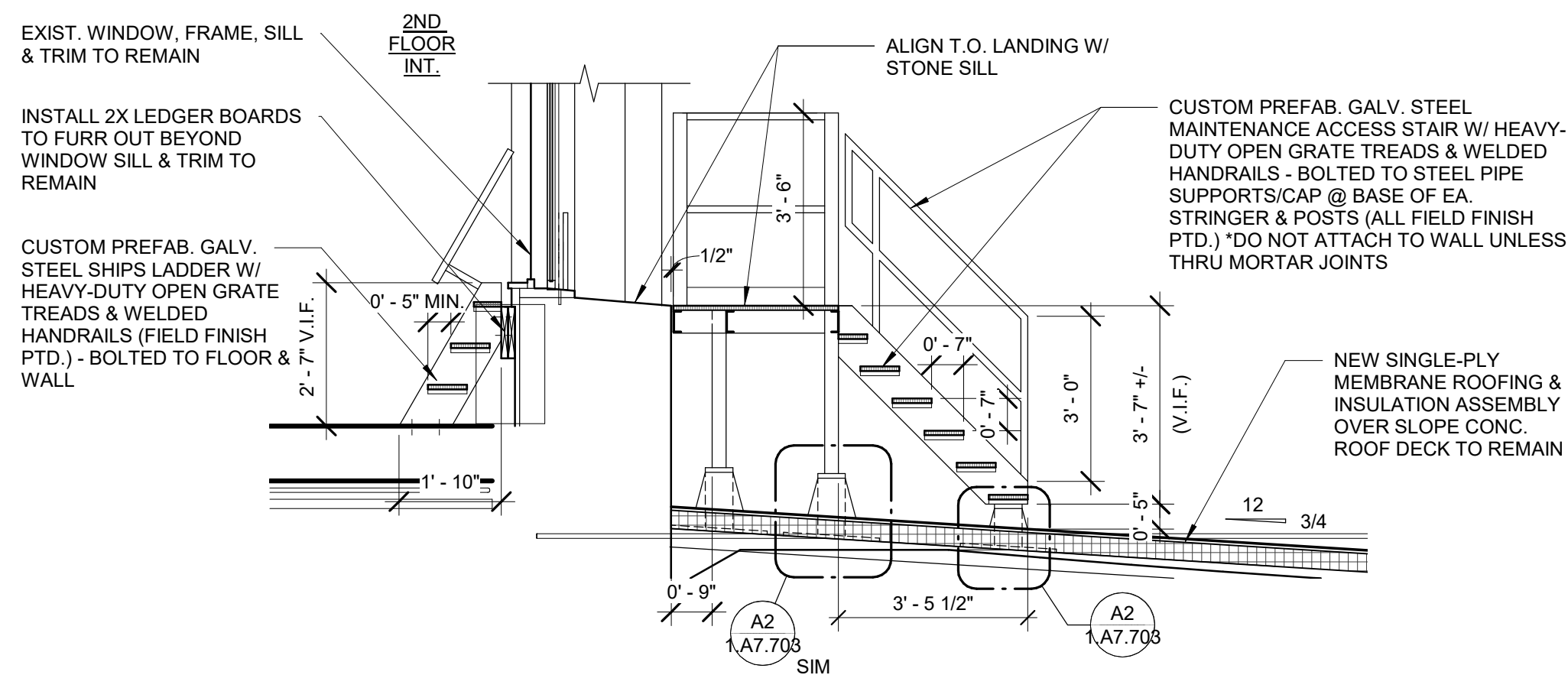
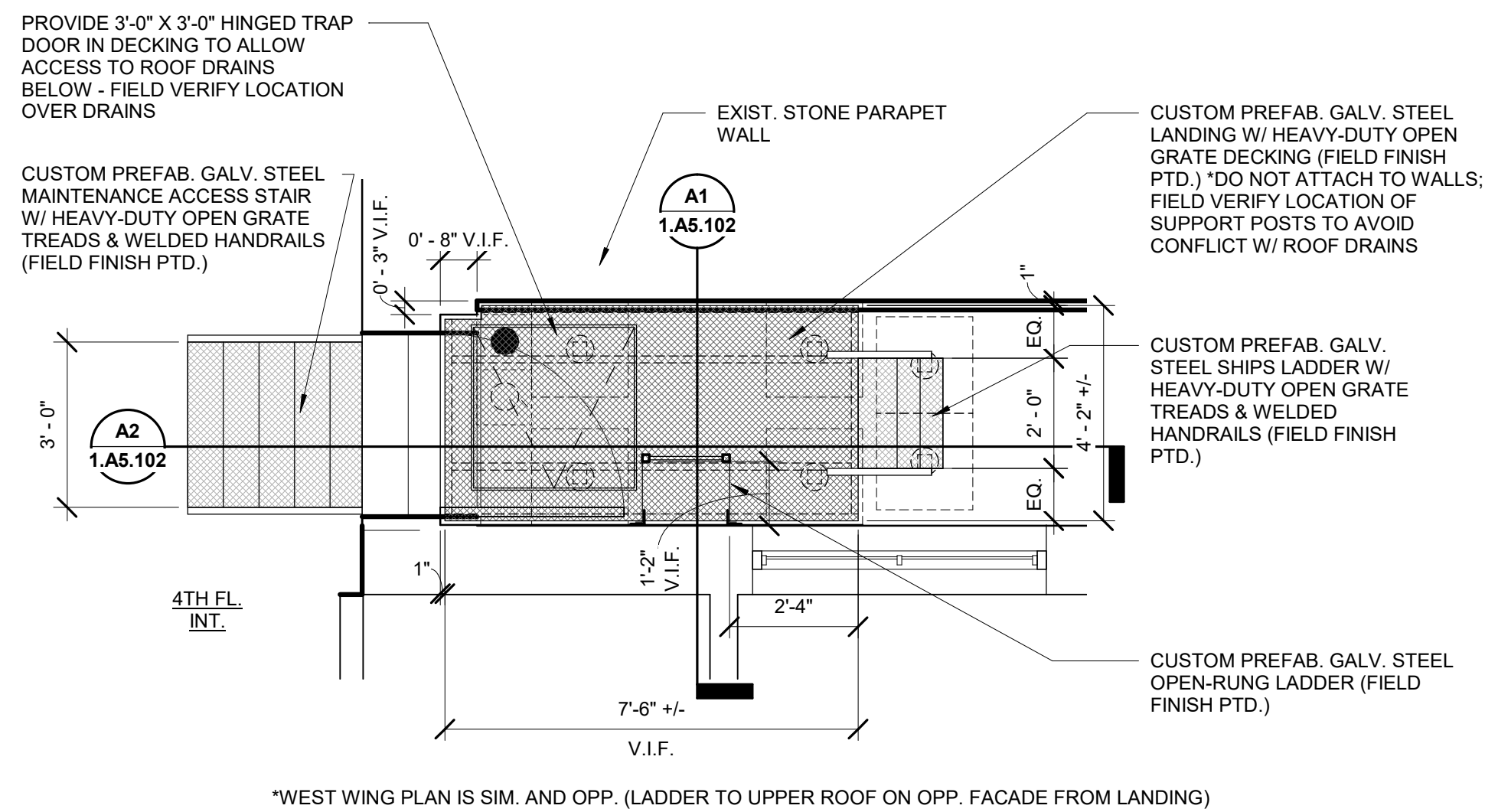
Work Elem. No. C.RE.100048

Sheet name: 30
ENLARGED PLANS & SECTIONS

60% SUBMISSION DRAFT

Designed Designer Drawn Author Checked Checker Date 10/9/20

Draw. No. **1.A5.101**



2 0 2 4

SCALE
3/16" = 1' (11x17)
3/8" = 1' (22x34)

[illegible]

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Office of Chief Engineer
S T R U C T U R E S

National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date

**PENN STATION
PARTNERS, LLC**
1300 Thames Street, Suite 10
Baltimore, MD 21231
United States

Tel 410.123.4567
Fax 410.123.4567

**QUINN
EVANS**

100 North Charles Street, 14th Floor
Baltimore, MD 21201
Tel 410.576.0440

WSP

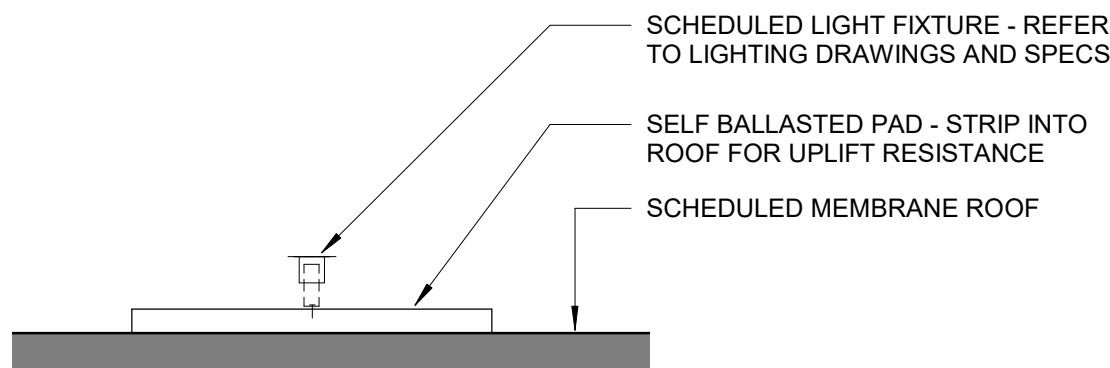
WSP USA
1300 North 17th Street, Suite 1000
Arlington, VA 22209

Seal/signature :

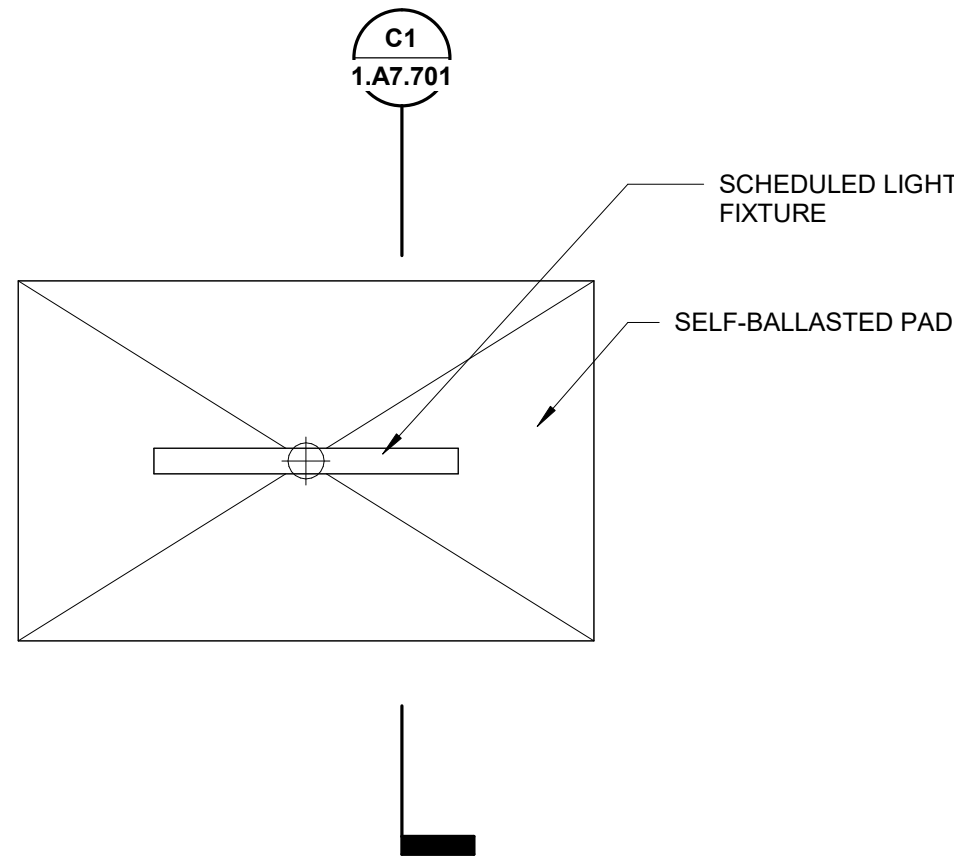
BALTIMORE	MARYLA
HEADHOUSE REHABILITATION EXTERIOR ENVELOPE - EARLY RELEASE	

60% SUBMISSION DRAFT							
Designed	Designer	Drawn	Author	Checked	Checker	Date	10/9/20

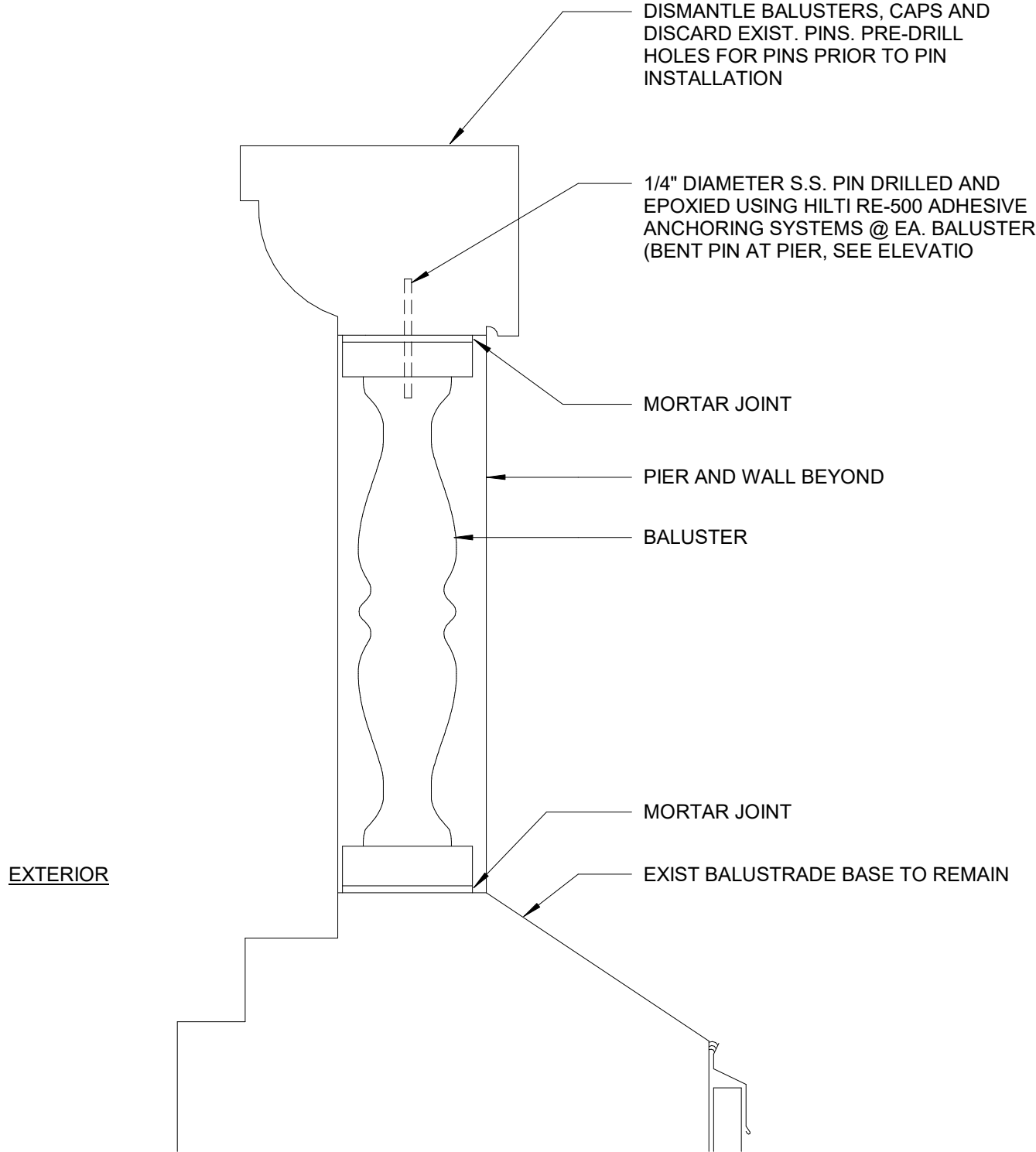
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Sheet name: 31
ENLARGED PLANS & SECTIONS
Dwg. No. **1.A5.102**



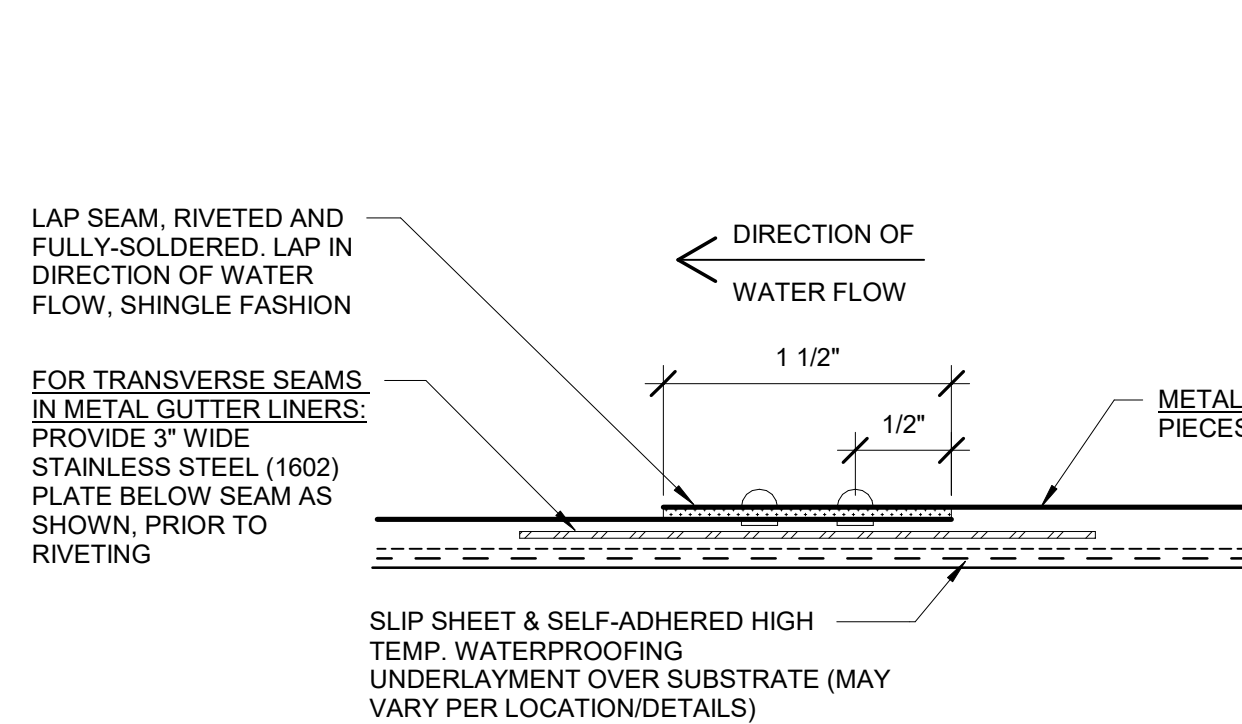
C1
SECTION DTL AT CONCOURSE ROOF LIGHT FIXTURE
3/4" = 1'-0"



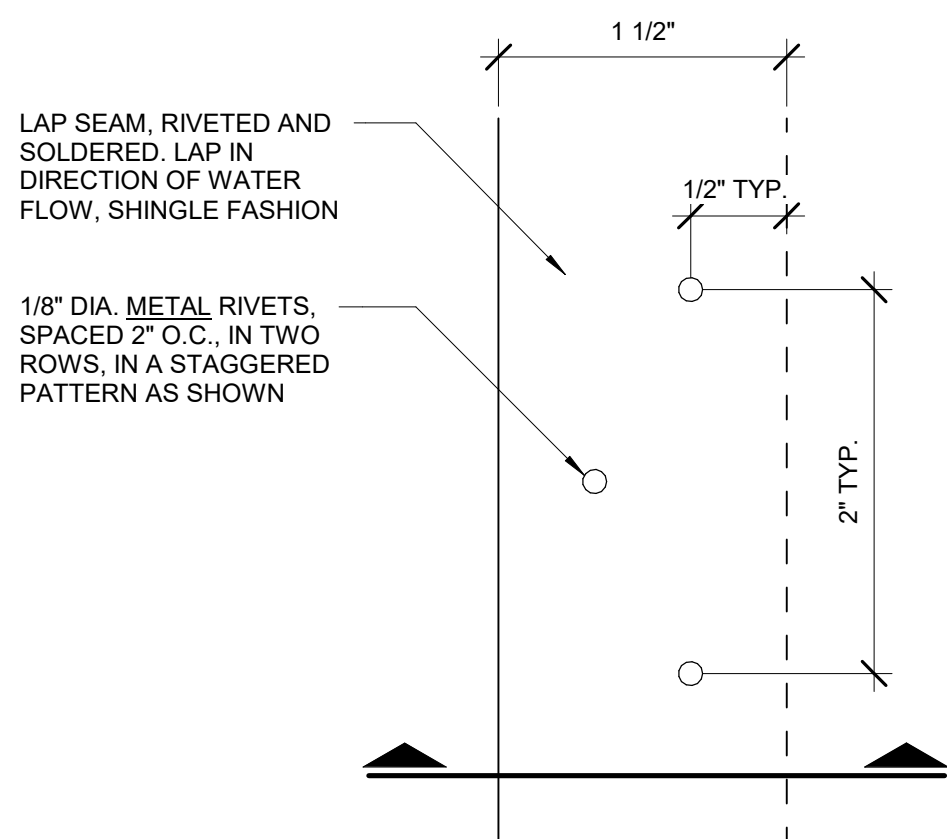
B1
PLAN DTL @ CONCOURSE ROOF LIGHT
3/4" = 1'-0"



B2
BALLUSTRADE REINFORCEMENT DETAIL
1 1/2" = 1'-0"



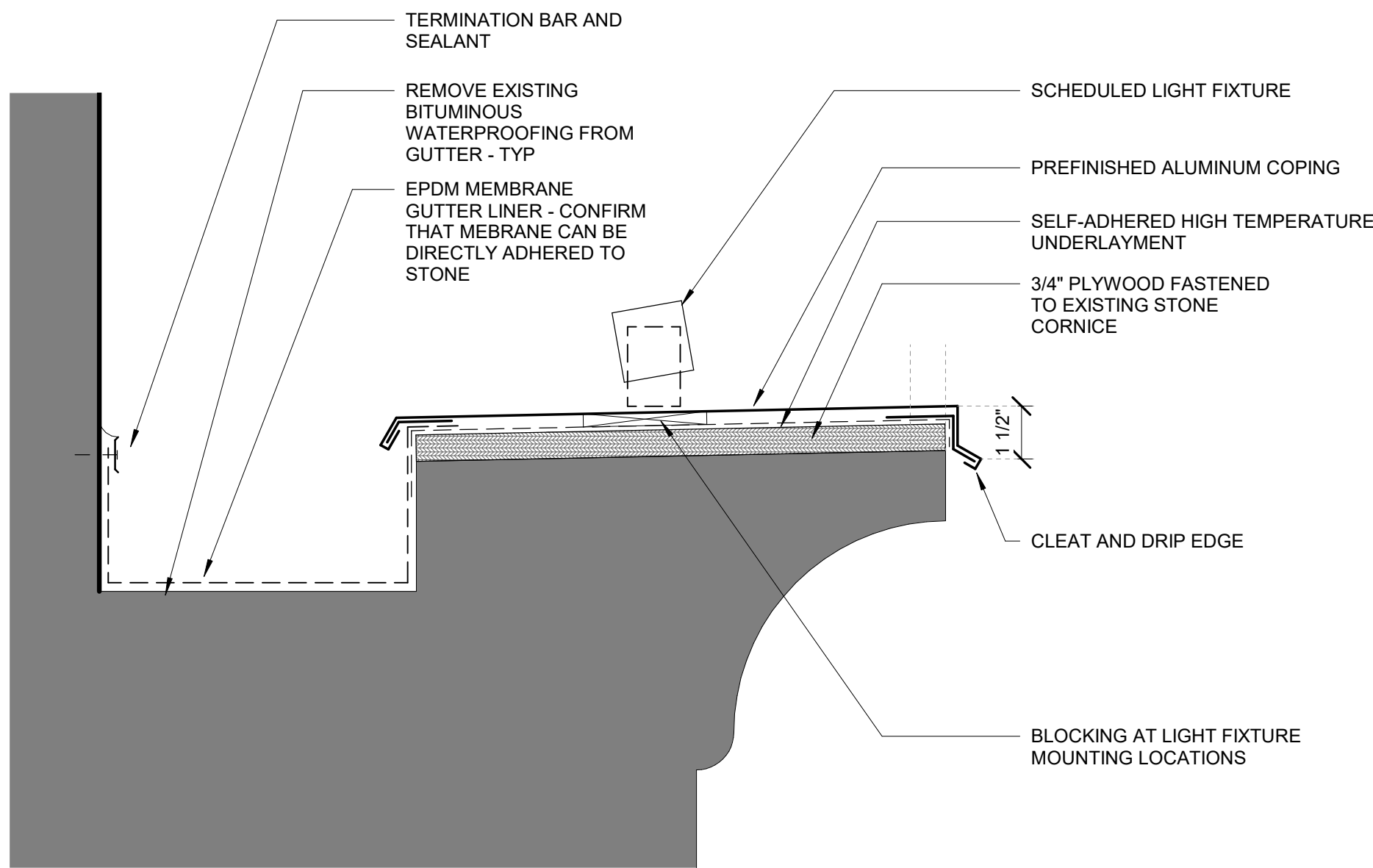
SECTION THRU SEAM



PLAN VIEW

A1
TYP. LAP & TRANSVERSE SEAM DETAILS FOR ALL ROOFING
12" = 1'-0"

SOGR - 2



A4
CORNICE GUTTER DETAIL
3" = 1'-0"



SCALE
1 1/2" = 1' (11x17)
3" = 1' (22x34)



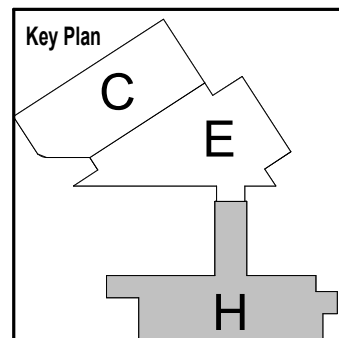
SCALE
3" = 1' (11x17)
6" = 1' (22x34)



SCALE
1/2" = 1' (11x17)
1" = 1' (22x34)



SCALE
1/8" = 1' (11x17)
1/4" = 1' (22x34)



No.	Revisions	Date	By

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Office of Chief Engineer
STRUCTURES
National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date

PENN STATION PARTNERS, LLC
1300 Thames Street, Suite 10
Baltimore, MD 21231
United States
Tel 410.123.4567
Fax 410.123.4567

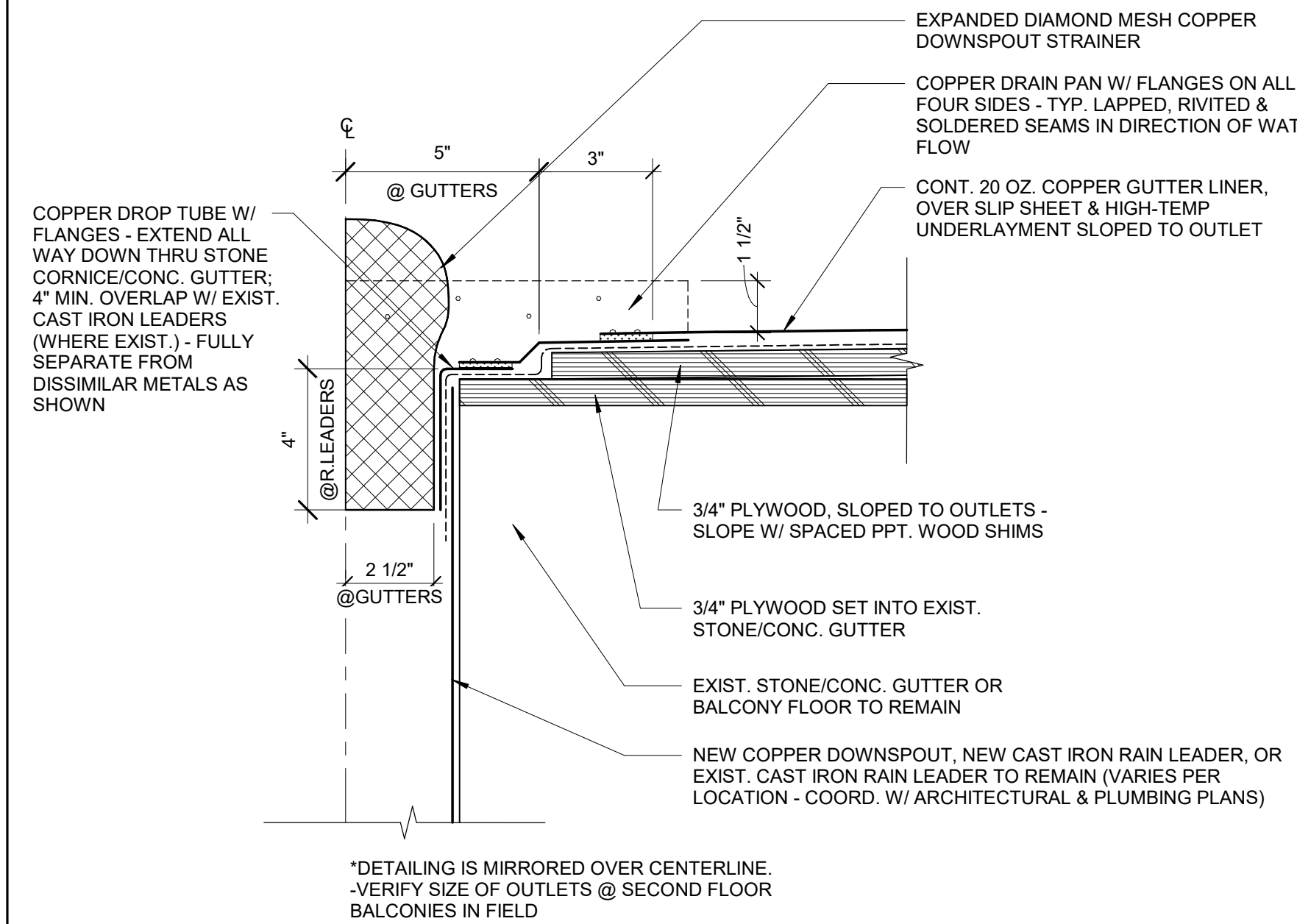
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100 North Charles Street, 14th Floor
Baltimore, MD 21201
Tel 410.576.0440

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WSP USA
1300 North 17th Street, Suite 1000
Arlington, VA 22209

Seal/signature :

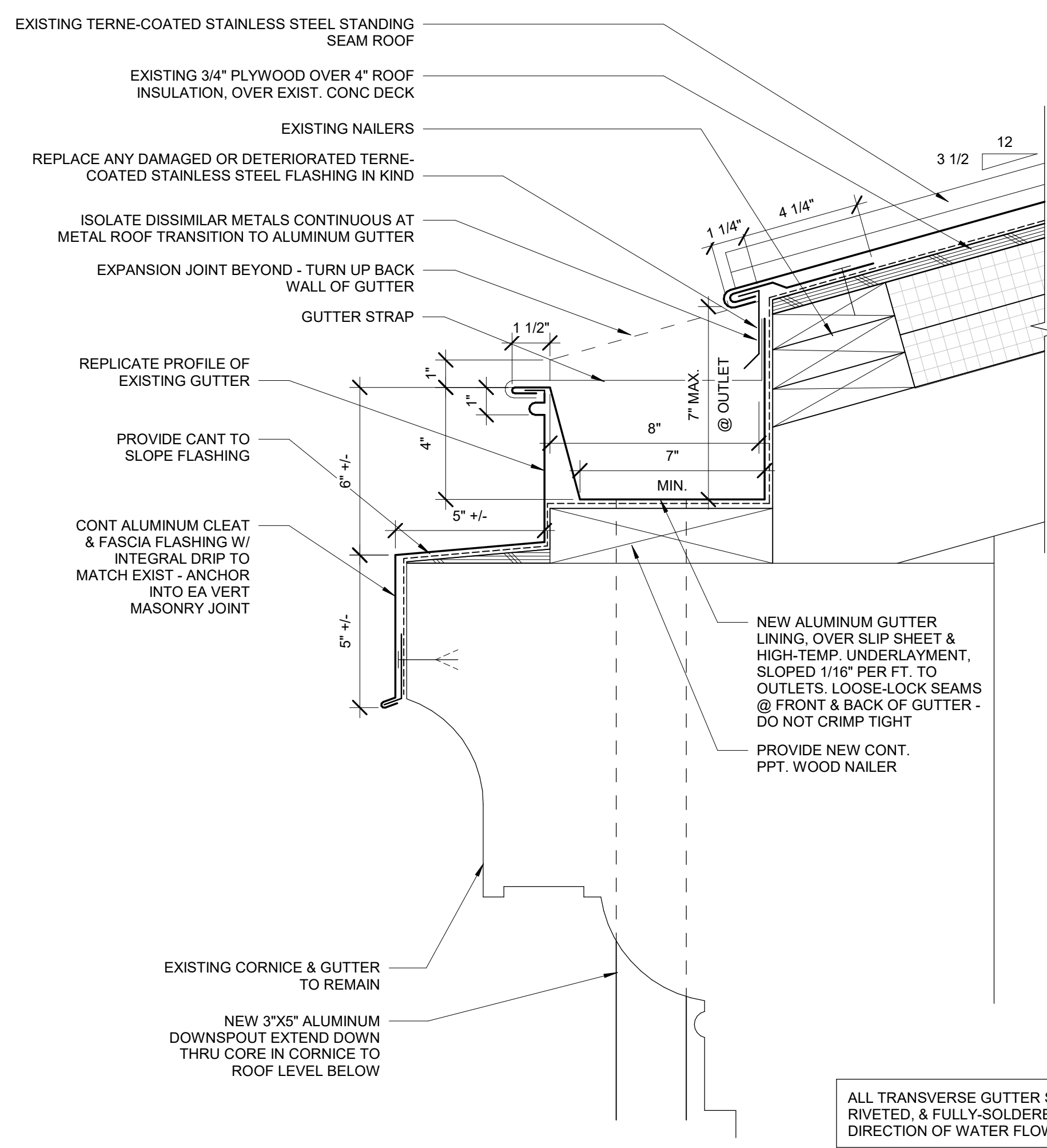
BALTIMORE MARYLAND
HEADHOUSE REHABILITATION
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Designed Designer Drawn Author Checked Checker Date 10/9/20

Work Elem. No. C.RE.100048
Sheet name: 32
ROOF DETAILS
Dwg. No. **1.A7.701**



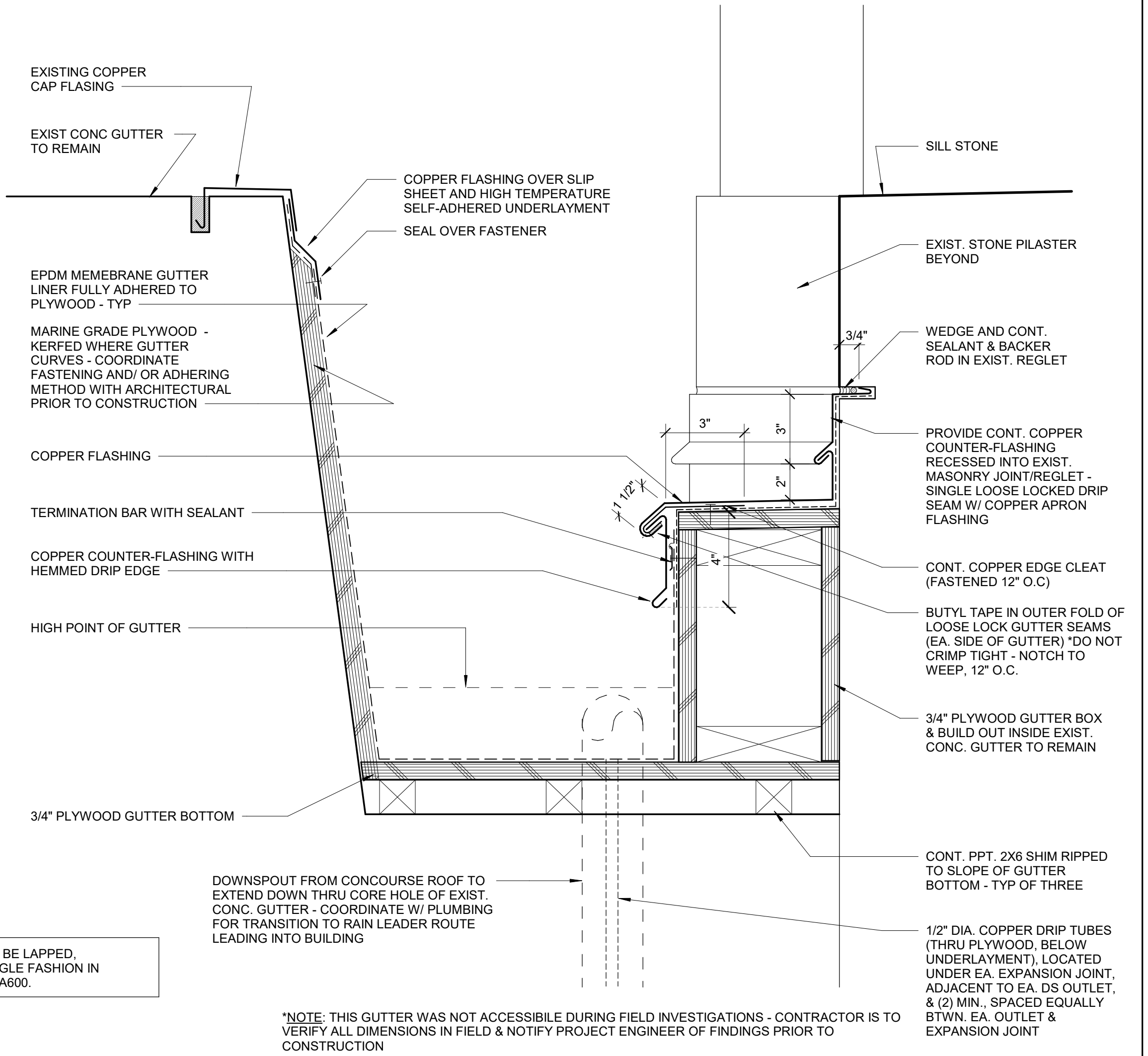
C1
1.A7.702 3" = 1'-0" **SOGR - 1**

TYP. DOWNSPOUT OUTLET DETAIL



B2
1.A7.702 3" = 1'-0" **SOGR - 1**

TYP. GUTTER DETAIL



B3
1.A7.702 3" = 1'-0" **SOGR - 1**

GUTTER @ CONCOURSE BASE



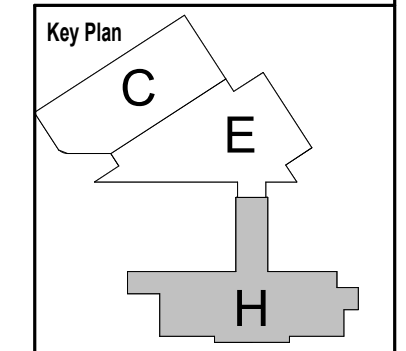
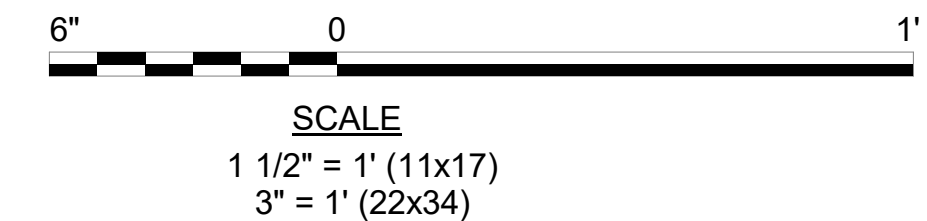
A3
1.A7.702 3" = 1'-0" **SOGR - 1**

CONDUCTOR BOX (EXIST. TO REPLICATE)



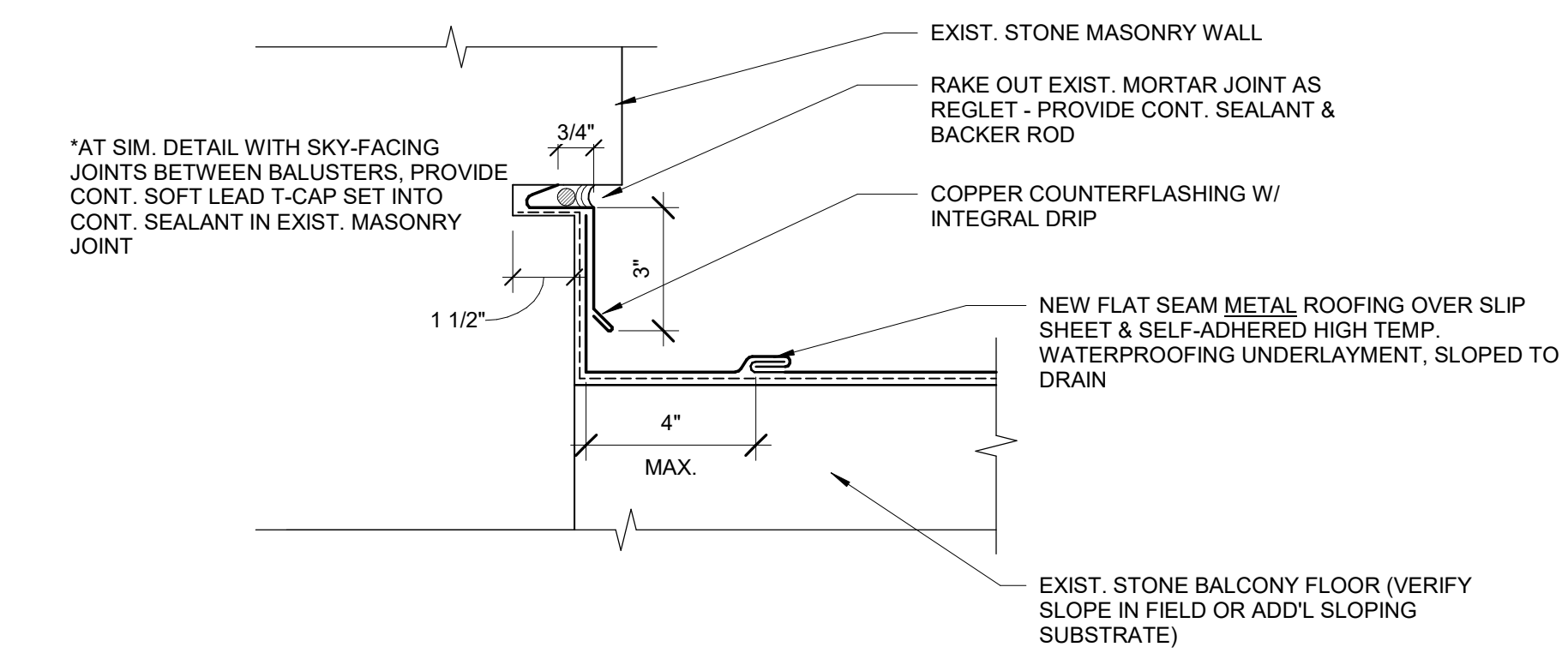
A4
1.A7.702 3" = 1'-0" **SOGR - 1**

THRU WALL CORNICE SCUPPER DRAIN (EXIST. TO REPLICATE)

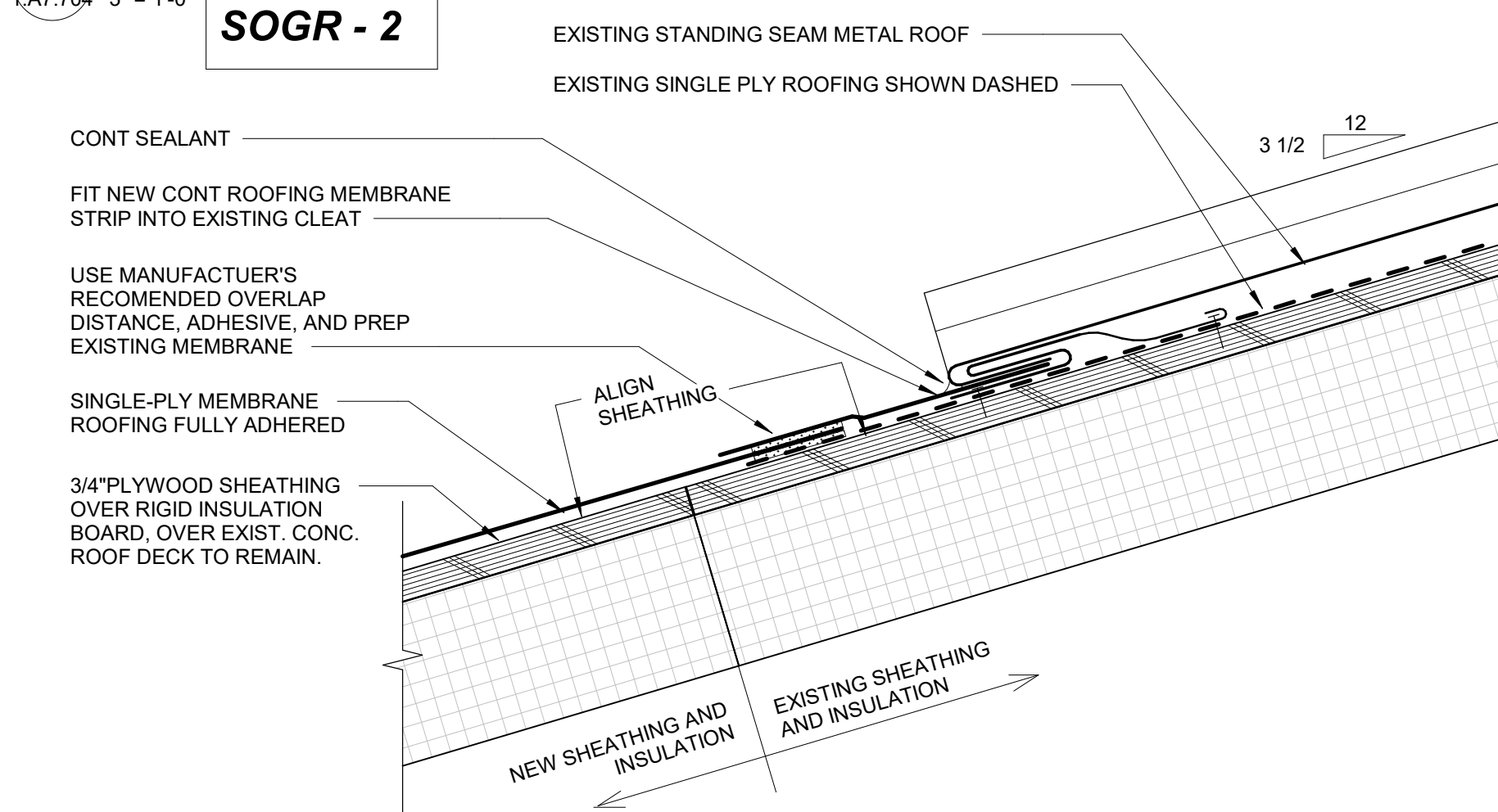


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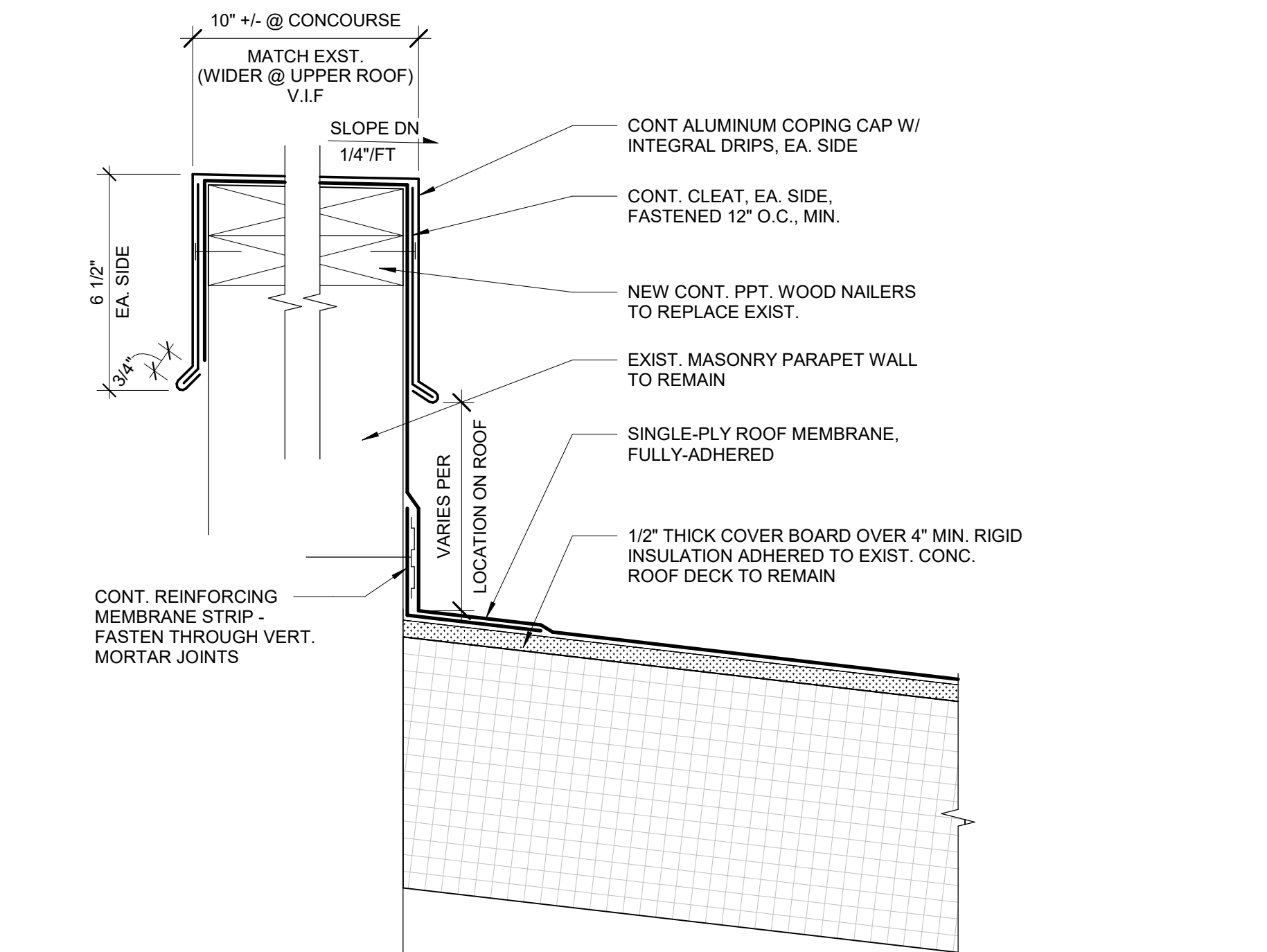
FILE NAME: 1.A7.702
PROJECT: HEADHOUSE REHABILITATION
STANDARD PEN TABLE YES



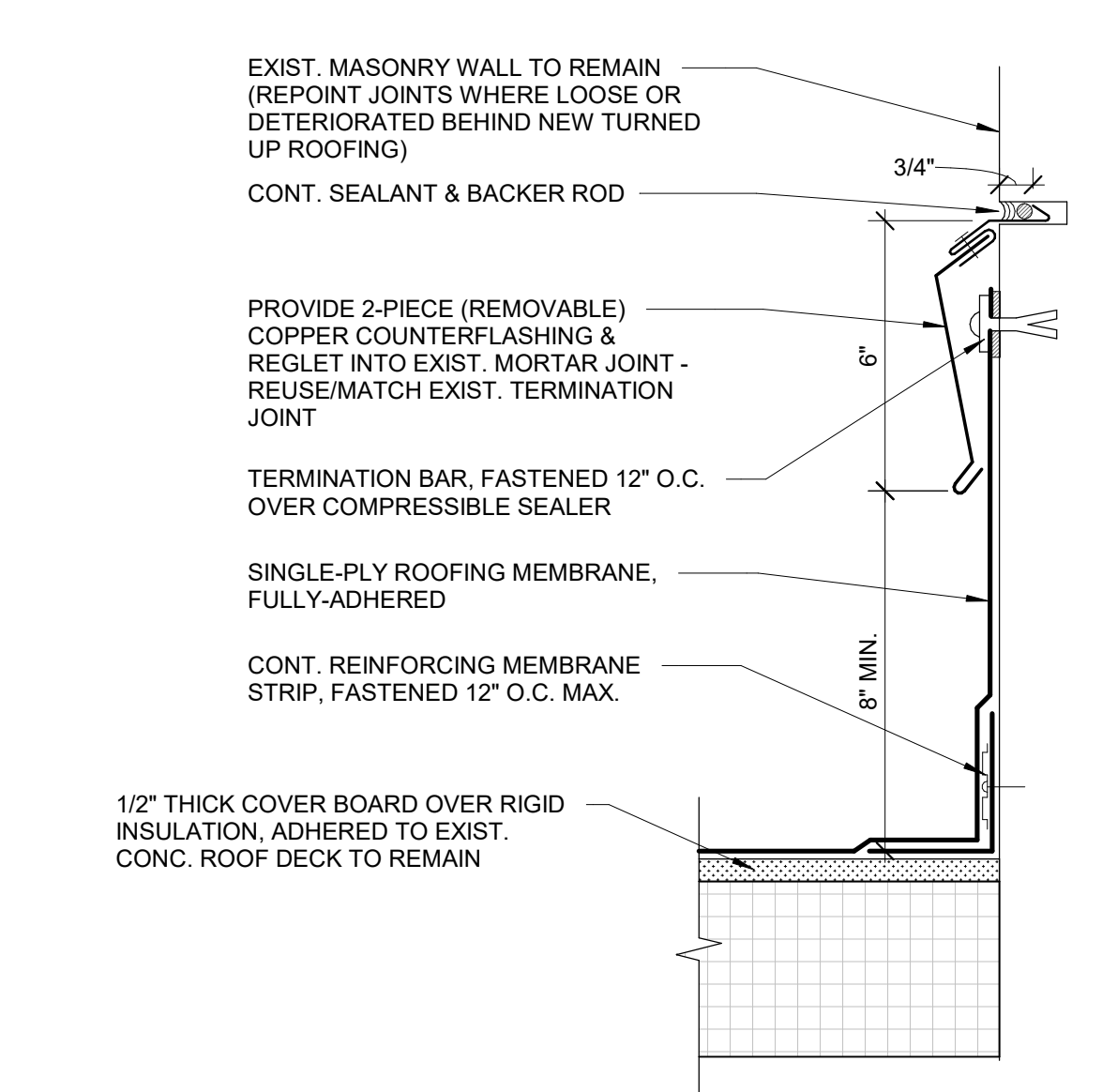
C1
1.A7.704 3" = 1'-0" **SOGR - 2**



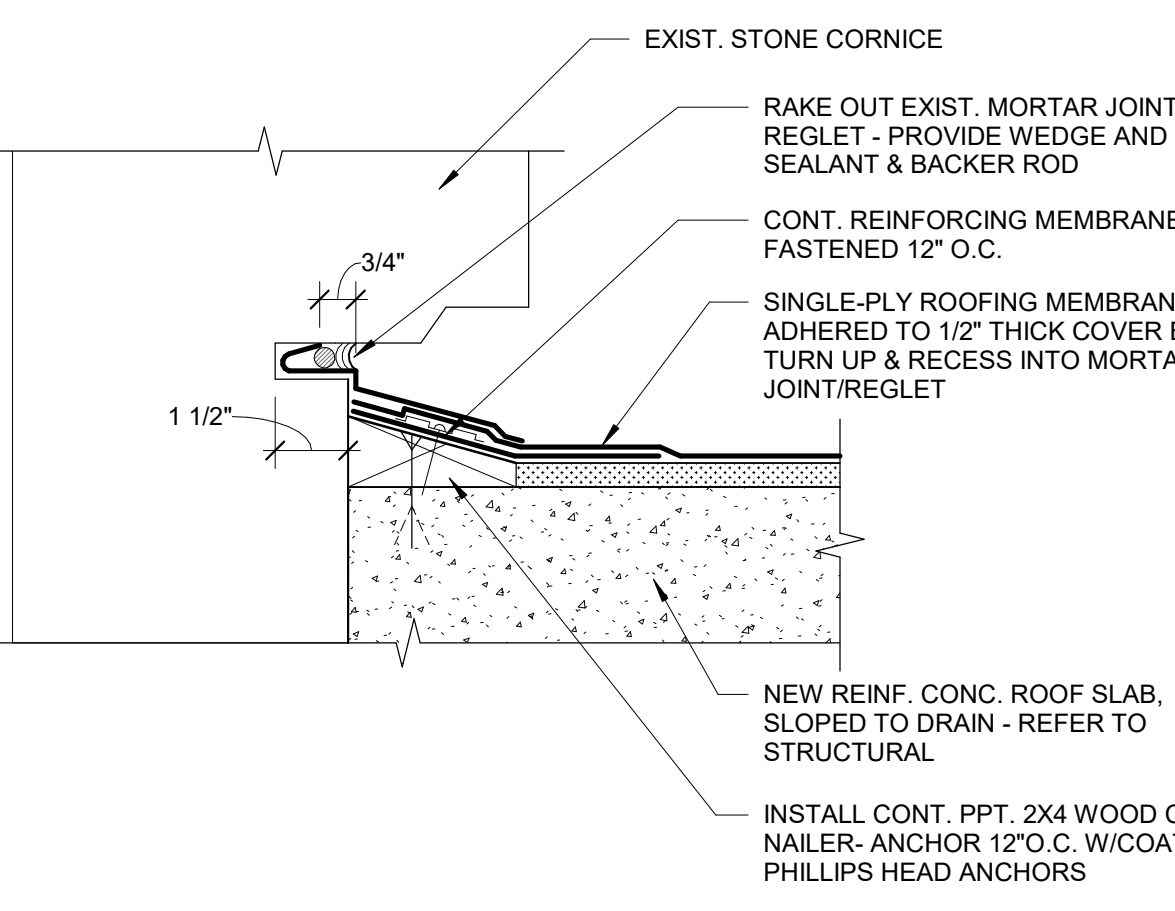
B1
1.A7.704 3" = 1'-0" **SOGR - 2**



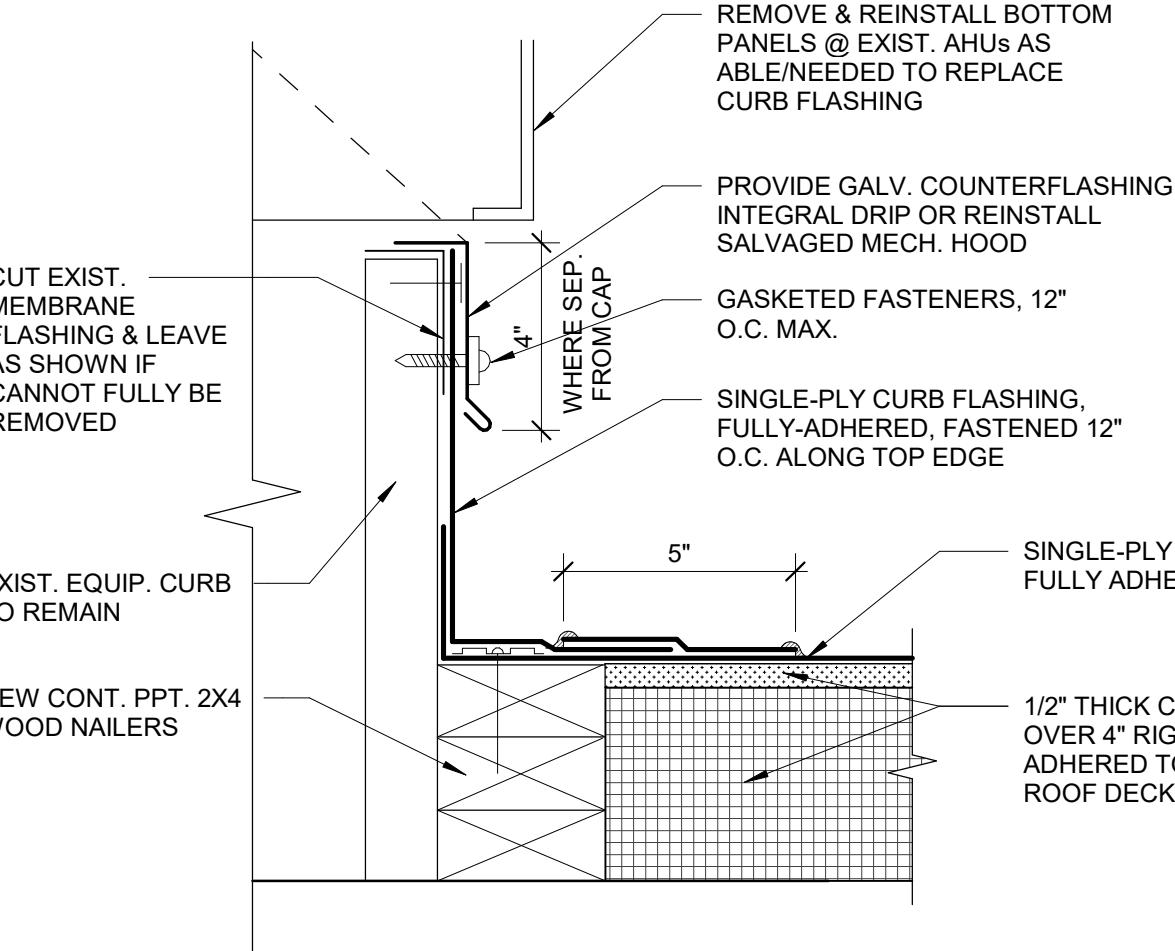
A1
1.A7.704 3" = 1'-0" **SOGR - 1**



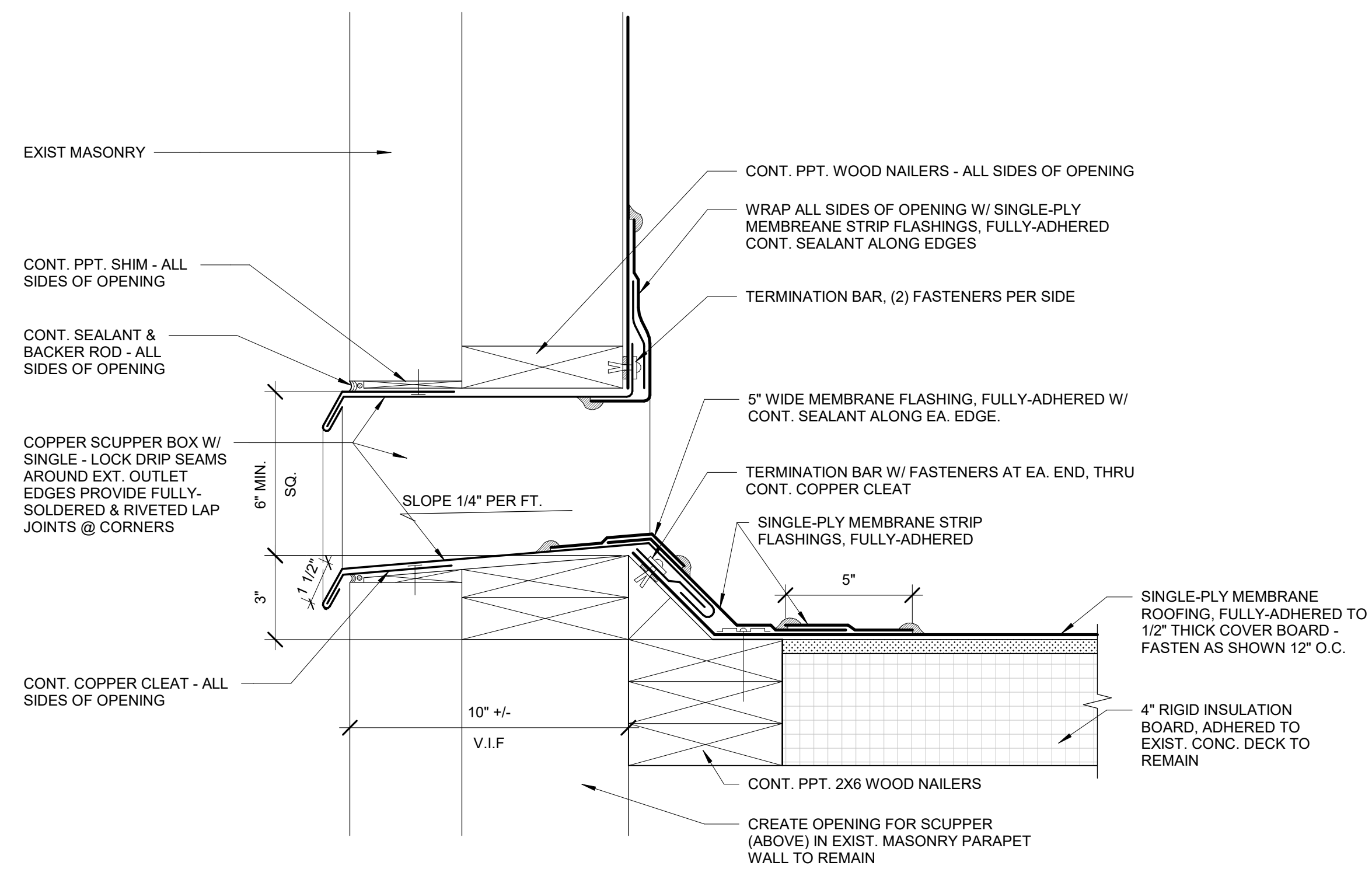
C2
1.A7.704 3" = 1'-0" **SOGR - 1**



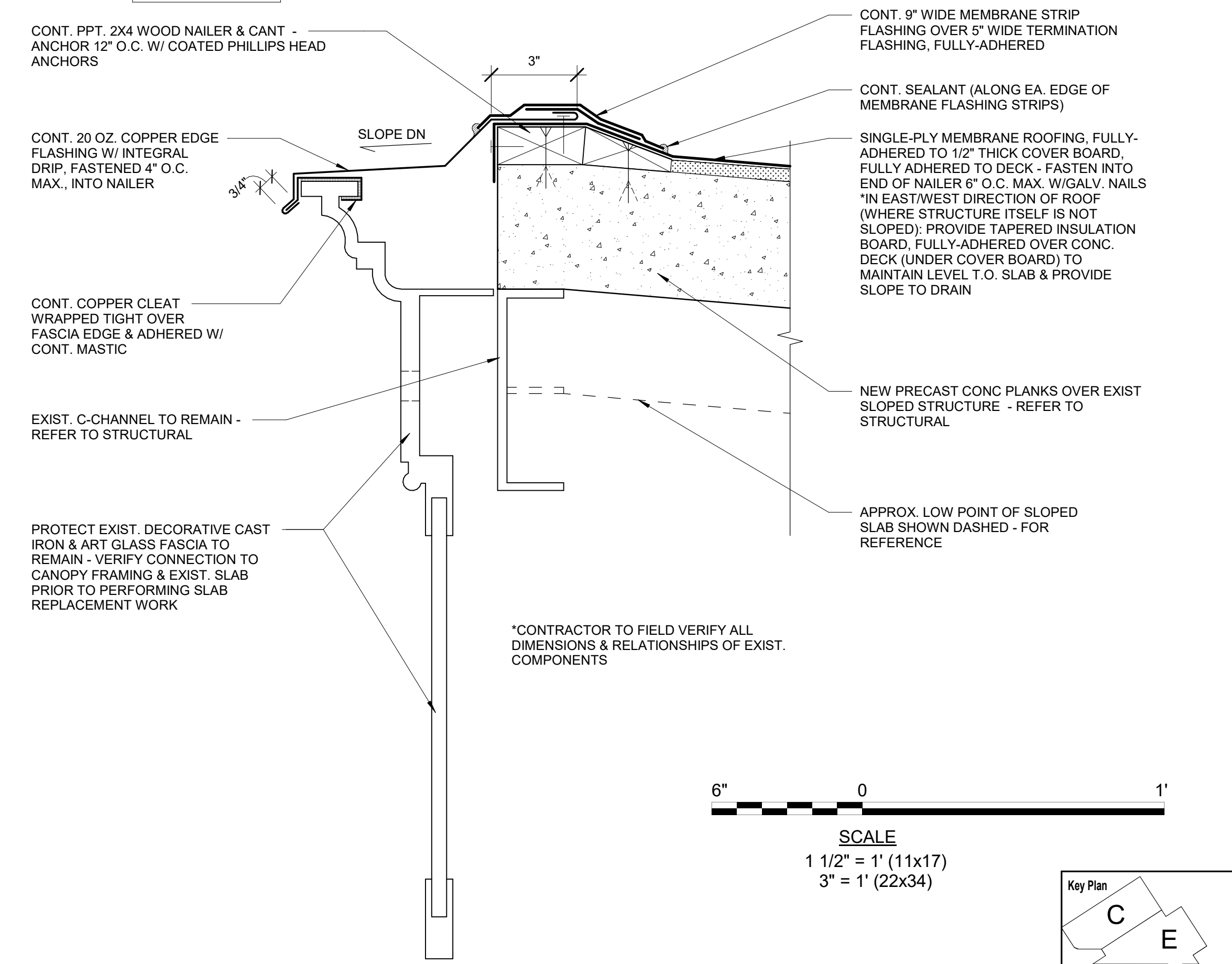
B2
1.A7.704 3" = 1'-0" **SOGR - 1**



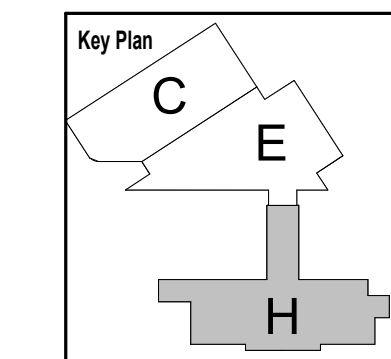
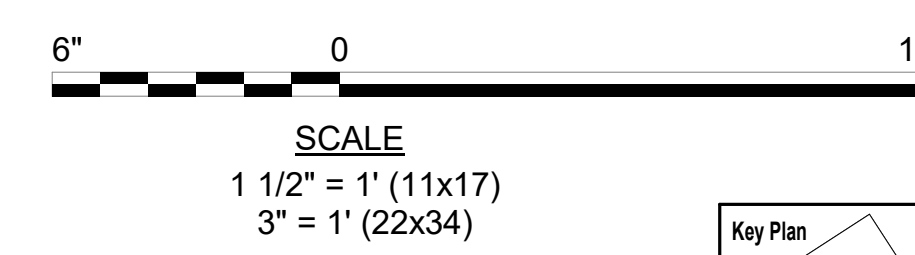
A2
1.A7.704 3" = 1'-0" **SOGR - 1**



C3
1.A7.704 3" = 1'-0" **SOGR - 1**



A3
1.A7.704 3" = 1'-0" **SOGR - 1**



FILE NAME: 1.A7.704
PROJECT: BALTIMORE HEADHOUSE REHAB
DRAWING: PENN. TABLE YES

No.	Revisions	Date	By

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National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date

PENN STATION PARTNERS, LLC
1300 Thames Street, Suite 10
Baltimore, MD 21231
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Tel 410.123.4567
Fax 410.123.4567

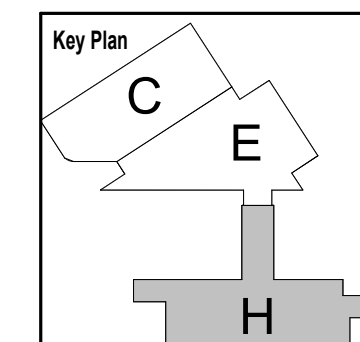
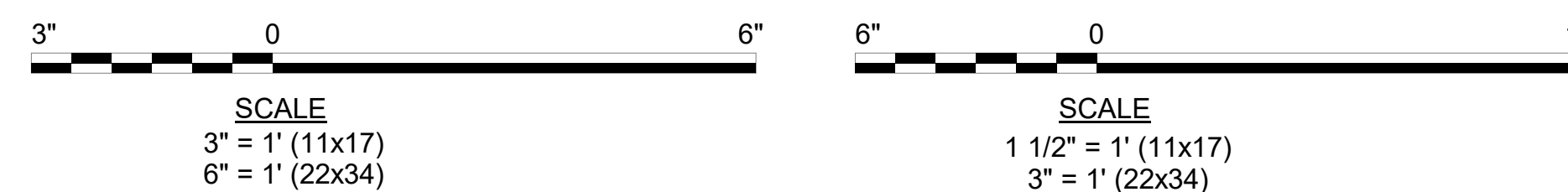
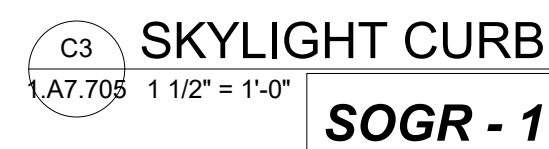
QUINN EVANS
100 North Charles Street, 14th Floor
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Tel 410.576.0440




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WSP USA
1300 North 17th Street, Suite 1000
Arlington, VA 22209

Seal/signature :

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60% SUBMISSION DRAFT							
Designed	Designer	Drawn	Author	Checked	Checker	Date	10/9/20

Work Elem. No.	C.RE:100048
Sheet name:	35
Drawn No.	1.A7.704



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HEADHOUSE REHABILITATION EXTERIOR ENVELOPE - EARLY RELEASE				Sheet name: 36													
60% SUBMISSION DRAFT				ROOF & STUCCO DETAILS													
Designed	Designer	Drawn	Author	Checked					Checker				Date	10/9/20			
									DWG NO.				1.A7.705				

FILE NAME: 1.A7.705
PLOT SCALE: FULL

Work Elem. No:	C.R.E.100048
Sheet name:	37
CANOPY & DOOR DETAILS	
Dwg. No.	1.A7.706

RESTORATION WINDOW SCHEDULE - FIRST FLOOR																								
MARK	TYPE	WDW ASSEMBLY	EXISTING CONDITION ASSESSMENT												MATERIAL	ASSEMBLY MO		EXTERIOR FINISH		INTERIOR FINISH		GLAZING	STORM WDW	COMMENTS
			WDW UNITS WITHIN WDW ASSEMBLY													WIDTH	HEIGHT	EXIST	PROP	EXIST	PROP			
			1	2	3	4	5	6	7	8	9	10	11	12										
1.1	A	A	A	A	A	-	-	-	-	-	-	-	-	WD	5' - 8"	12' - 10"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES		
1.2	A	A	A	A	A	-	-	-	-	-	-	-	-	WD	5' - 8"	12' - 10"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES		
1.3	A	A	A	A	A	-	-	-	-	-	-	-	-	WD	5' - 8"	12' - 10"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES		
1.4	A	A	A	A	A	-	-	-	-	-	-	-	-	WD	5' - 8"	12' - 10"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES		
1.5	A	A	A	A	A	-	-	-	-	-	-	-	-	WD	5' - 8"	12' - 10"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES		
1.7	F	A	A	A	A	A	A	A	A	A	-	-	-	WD	9' - 11"	12' - 6 1/4"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES		
1.8	G	A	A	A	A	A	A	-	-	-	-	-	-	WD	10' - 0"	6' - 10"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	NO		
1.9	G	A	A	A	A	A	A	-	-	-	-	-	-	WD	10' - 0"	6' - 10"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	NO		
1.10	G	A	A	A	A	A	A	-	-	-	-	-	-	WD	10' - 0"	6' - 10"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	NO		
1.11	F	A	A	A	A	A	A	A	A	A	-	-	-	WD	9' - 11"	12' - 6 1/4"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES		
1.13	A	A	A	A	A	-	-	-	-	-	-	-	-	WD	5' - 8"	12' - 10"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES		
1.14	A	A	A	A	A	-	-	-	-	-	-	-	-	WD	5' - 8"	12' - 10"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES		
1.15	A	A	A	A	A	-	-	-	-	-	-	-	-	WD	5' - 8"	12' - 10"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES		
1.16	A	A	A	A	A	-	-	-	-	-	-	-	-	WD	5' - 8"	12' - 10"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES		
1.17	N	A	A	A	A	-	-	-	-	-	-	-	-	WD	7' - 8"	12' - 10"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES		
1.18	H	B	B	B	B	-	-	-	-	-	-	-	-	WD	9' - 0"	12' - 7 1/2"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES		
1.19	H	A	A	A	A	-	-	-	-	-	-	-	-	WD	9' - 0"	12' - 7 1/2"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES		
1.21	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.22	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.23	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.24	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.25	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.26	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.27	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.28	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.29	L	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES	WIDTH EXCLUDED BEACUSE WDW IS CURVED	
1.30	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.31	K	A	A	A	A	A	A	A	A	-	-	-	-	WD	9' - 0"	15' - 0"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.32	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.33	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.34	K	A	A	A	A	A	A	A	A	-	-	-	-	WD	9' - 0"	15' - 0"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.35	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.36	K	A	A	A	A	A	A	A	A	-	-	-	-	WD	9' - 0"	15' - 0"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.37	K	A	A	A	A	A	A	A	A	-	-	-	-	WD	9' - 0"	15' - 0"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.38	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR	NOT IN SCOPE - CONFIRM	
1.39	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR	NOT IN SCOPE - CONFIRM	
1.40	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR	NOT IN SCOPE - CONFIRM	
1.43	K	A	A	A	A	A	A	A	A	-	-	-	-	WD	9' - 0"	15' - 0"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.44	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.45	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.46	K	A	A	A	A	A	A	A	A	-	-	-	-	WD	9' - 0"	15' - 0"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.47	K	A	A	A	A	A	A	A	A	-	-	-	-	WD	9' - 0"	15' - 0"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.48	K	A	A	A	A	A	A	A	A	-	-	-	-	WD	9' - 0"	15' - 0"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.49	K	A	A	A	A	A	A	A	A	-	-	-	-	WD	9' - 0"	15' - 0"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.50	J	A	A	A	A	A	A	A	A	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.51	L	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES	WIDTH EXCLUDED BEACUSE WDW IS CURVED	
1.52	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.53	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.54	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.55	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.56	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.57	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.58	J	A	A	A	A	A	A	-	-	-	-	-	-	WD	9' - 0"	12' - 0 1/8"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	EXISTING EXTERIOR		
1.59	M	B	B	B	B	B	B	B	B	B	B	B	B	WD	20' - 4"	15' - 4"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	NO	ASSEMBLY HEIGHT INCLUDES DOORS	
1.60	A	A	B	B	B	-	-	-	-	-	-	-	-	WD	5' - 8"	12' - 10"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES		
1.62	A	A	A	A	A	-	-	-	-	-	-	-	-	WD	5' - 8"	12' - 10"	PTD	PTD	TRANS	TRANS	EXIST G1 TO REMAIN	YES		

GENERAL WINDOW RESTORATION NOTES

- OVERALL CONDITION OF WINDOW ASSEMBLY TRANSPOSED FROM: EHT - TRACERIES: WINDOW AND DOOR CONDITION SURVEY DATED AUGUST 2018.
WE EXPECTED THE CONDITION OF SOME WDW UNITS WITHIN AN ASSEMBLY TO VARY. UNTIL THIS
DETAILED INFORMATION IS IN HAND, THE CONDITION OF WINDOW UNITS WITHIN EACH ASSEMBLY ARE
ASSUMED TO MATCH THE OVERALL WINDOW ASSEMBLY CONDITION.
REFER TO SPECIFICATIONS FOR HISTORIC TREATMENT OF WOOD WINDOWS
REFER TO 1.A7.801 FOR WINDOW & DOOR CONDITION LEGEND
EXISTING GLAZING IS TO REMAIN UNO
ANY DAMAGED GLAZING SCHEDULED TO REMAIN IS TO BE REPLACED IN KIND

RESTORATION WDW SCHEDULE NOTES LEGEND

CONDITION OF WDW UNITS WITHIN WDW ASSEMBLY

A: CLASS A = GOOD CONDITION: WINDOW OR DOOR FRAME, SASH/LEAF, AND HARDWARE ARE IN GOOD CONDITION AND EXHIBIT LITTLE SIGNS OF DETERIORATION; NO REPAIR OR REPLACEMENT OF MATERIAL REQUIRED
UNIT APPEARS FULLY OPERATIONAL

CLASS B = FAIR CONDITION WINDOW OR DOOR FRAME, SASH/LEAF, AND HARDWARE ARE IN FAIR CONDITION AND EXHIBIT SIGNS OF DETERIORATION, INCLUDING: LOCALIZED/MINOR LOSS OF MATERIAL, PARTIALLY DECAYED FRAME, & MINOR STRUCTURAL DAMAGE. THERE IS A COMBINATION OF HISTORIC AND CONTEMPORARY HARDWARE OR MISSING HARDWARE. INDIVIDUAL DAMAGED ELEMENTS REQUIRE REPAIR INCLUDE: BROKEN GLAZING AND HARDWARE & MINOR MATERIAL STABILIZATION. UNIT APPEARS PARTIALLY OPERATIONAL.

C: CLASS C = POOR CONDITION. WINDOW OR DOOR FRAME, SASH/LEAF, AND HARDWARE ARE IN POOR CONDITION AND EXHIBIT ADVANCED SIGNS OF DETERIORATION, INCLUDING: LOSS OF MATERIAL & DECAYED STRUCTURE. UNIT REQUIRES SIGNIFICANT REPAIR AND REPLACEMENT OF PARTS. UNIT IS NOT OPERATIONAL. UNIT IS SALVAGEABLE.

CLASS D = EXTREMELY POOR CONDITION: WINDOW OR DOOR FRAME, SASH/LEAF, AND HARDWARE ARE IN SEVERELY DETERIORATED CONDITION AND EXHIBIT DAMAGE THROUGHOUT UNIT INCLUDING: RUSTING, DECAYING/ROTTING MATERIAL, & STRUCTURAL DAMAGE. UNIT IS NOT OPERATIONAL. UNIT IS NOT SALVAGEABLE. UNIT IS BEYOND REPAIR AND REQUIRES REPLACEMENT IN ENTIRETY.

1. BOTTOM RAIL OF BOTTOM SASH IS SEPARATING FROM SIDE RAILS AND MAY NEED TO BE REPLACED
2. REMOVE DUCT CONNECTION AND PLYWOOD - REPLACE MISSING SASH IN KIND
3. REMOVE MECHANICAL DEVICE THAT APPEARS TO BE INSTALLED IN OPEN BOTTOM SASH
4. REMOVE MECHANICAL DEVICE AND ANY ASSOCIATED INFILL PANELS AND WIRING AND REPLACE MISSING SASH IN KIND
5. MEETING RAIL OF UPPER SASH IS SEPARATED FROM RAIL
6. BOTTOM RAIL OF LOWER SASH APPEARS TO SEVERELY DETERIORATED AND LIKELY NEEDS TO BE REPLACED
7. MEETING RAIL OF SIDE SASH IS SEVERELY DETERIORATED AND LIKELY NEEDS TO BE REPLACED
8. UPPER SASH MEETING RAILS APPEAR TO BE SEVERELY DAMAGED AND LIKELY NEED TO BE REPLACED
9. UPPER SASH IS RACKED, OUT OF ITS TRACK, AND MAY BE MISSING ITS GLAZING

GLAZING

50. reserved
51. reserved
52. reserved
53. EXISTING OPAQUE GLAZING AT TRANSOM UNITS 4, 5, & 6 TO REMAIN
54. REPLACE GLAZING AT UNITS 1, 2, & 3 WITH TYPE G4
55. REPLACE OPAQUE GLAZING AT TRANSOM UNITS 4, 5, & 6 WITH TYPE G1
56. REPLACE OPAQUE GLAZING OR PANEL AT TRANSOM UNIT 5 WITH TYPE G1
57. REPLACE OPAQUE GLAZING AT UPPER SASH OF UNIT 3 WITH TYPE G1
58. UPPER SASH OF UNIT 2 APPEARS DAMAGED OR PAINTED - CLEAN OR REPLACE DAMAGED GLAZING WITH TYPE G1
59. REPLACE PLYWOOD AT UNITS 4 WITH TYPE G1

GLAZING TYPES

- G1: 1/4" CLEAR (CONFIRM WITH HISTORIC THAT REPLACEMENT GLAZING DOES NOT NEED TO BE OLD GLASS)
G2: 1" IGU
G3: CLEAR @ STORM SASH
G4: OBSCURE PATTERN

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Sheet name: RESTORATION WINDOW SCHEDULE																										
Drawing																										
1.A7.801																										
<div>Designed Designer Drawn Author Checked Checker Date 10/9/20</div>																										

FILE NAME: 1.A7.802
PROJECT: BALTIMORE HEADHOUSE REHABILITATION
STANDARD PEN TABLE YES

No.	Revisions	Date	By



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Office of Chief Engineer
STRUCTURES

National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date

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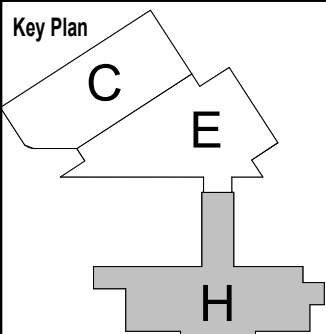
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BALTIMORE MARYLAND
HEADHOUSE REHABILITATION
EXTERIOR ENVELOPE - EARLY RELEASE

60% SUBMISSION DRAFT
Designed Designer Drawn Author Checked Checker Date 10/9/20



Work Elem. No.: C.RE.100048
Sheet name:
RESTORATION WINDOW SCHEDULE
Dwg. No.: **1.A7.802**

RESTORATION WINDOW SCHEDULE - SECOND & THIRD FLOORS

MARK	TYPE	EXISTING CONDITION ASSESSMENT											MATERIAL	ASSEMBLY MO		EXTERIOR FINISH		INTERIOR FINISH		GLAZING	STORM WDW	COMMENTS
		WDW ASSEMBLY	WDW UNITS WITHIN WDW ASSEMBLY									WIDTH		HEIGHT	EXIST	PROP	EXIST	PROP				
			1	2	3	4	5	6	7	8	9											
2.1	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.2	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.3	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.4	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.5	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.6	D	B	B	B	-	-	-	-	-	-	WD	2'- 4"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.7	B	A	A	A	A	A	A	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.8	B	A	A	A	A	A	A	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.9	B	A	A	A	A	A	A	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.10	B	A	A	A	A	A	A	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	56	YES			
2.11	B	A	A	A	A	A	A	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	56	YES			
2.12	D	B	B	B	-	-	-	-	-	-	WD	2'- 4"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.13	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	53, 54	YES			
2.14	B	A	A	A	A	A	A	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	55	YES			
2.15	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	55	YES			
2.16	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.17	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.18	B	C	C	C	C	C	C	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.19	B	C	C, 8	C, 8	C, 8	C	C	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	57	YES			
2.20	B	C	C	C, 9	C	C	C	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	57	YES			
2.21	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.22	B	A	A	A	A	A	A	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.23	B	A	B,3	A	A	A	A	D, 4	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.24	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.25	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN, 59	YES			
2.26	D	B	B	B, 2	-	-	-	-	-	-	WD	2'- 4"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.27	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.28	B	B	C, 1	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.29	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.30	B	C	C	C	C, 6	C	C	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.31	B	D	D	D, 1	D	D	D	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.32	D	B	B	B	-	-	-	-	-	-	WD	2'- 4"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.33	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES	REMOVE MESH SECURITY GRILLE		
2.34	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES	REMOVE MESH SECURITY GRILLE		
2.35	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES	REMOVE MESH SECURITY GRILLE		
2.36	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES	REMOVE MESH SECURITY GRILLE		
2.37	B	B	B	B	B	B	B	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.38	B	C	C	C, 5, 6	C	C	C	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.39	B	C	C	C	C	C	C	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
2.40	B	C	C	C	C	C	C	-	-	-	WD	8'- 7"	10'- 7 1/4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.1	C	A	A	A	A	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.2	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.3	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.4	C	A	A	A	A	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.5	C	A	A	A	A	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.6	E	C	C	-	-	-	-	-	-	-	WD	2'- 4"	7'- 6"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.7	C	A	A	A	A	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.8	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.9	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.10	C	A	A	A	A	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.11	C	A	A	A	A	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.12	E	B	B	-	-	-	-	-	-	-	WD	2'- 4"	7'- 6"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.13	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	54	YES			
3.14	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.15	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.16	C	C	C	C	C	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.17	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.18	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.19	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.20	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.21	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.22	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.23	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.24	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.25	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.26	E	B	B	-	-	-	-	-	-	-	WD	2'- 4"	7'- 6"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.27	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.28	C	A	A	A	A	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.29	C	A	A	A	A	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.30	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	58	YES			
3.31	C	C	C	C	C	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.32	E	B	B	-	-	-	-	-	-	-	WD	2'- 4"	7'- 6"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.33	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.34	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.35	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.36	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.37	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.38	C	B	B	C	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.39	C	B	B	B	B	-	-	-	-	-	WD	8'- 7"	8'- 4"	PTD	PTD	PTD	PTD	EXIST G1 TO REMAIN	YES			
3.40	C	B	B	B	B	-	-	-	-	-	WD											

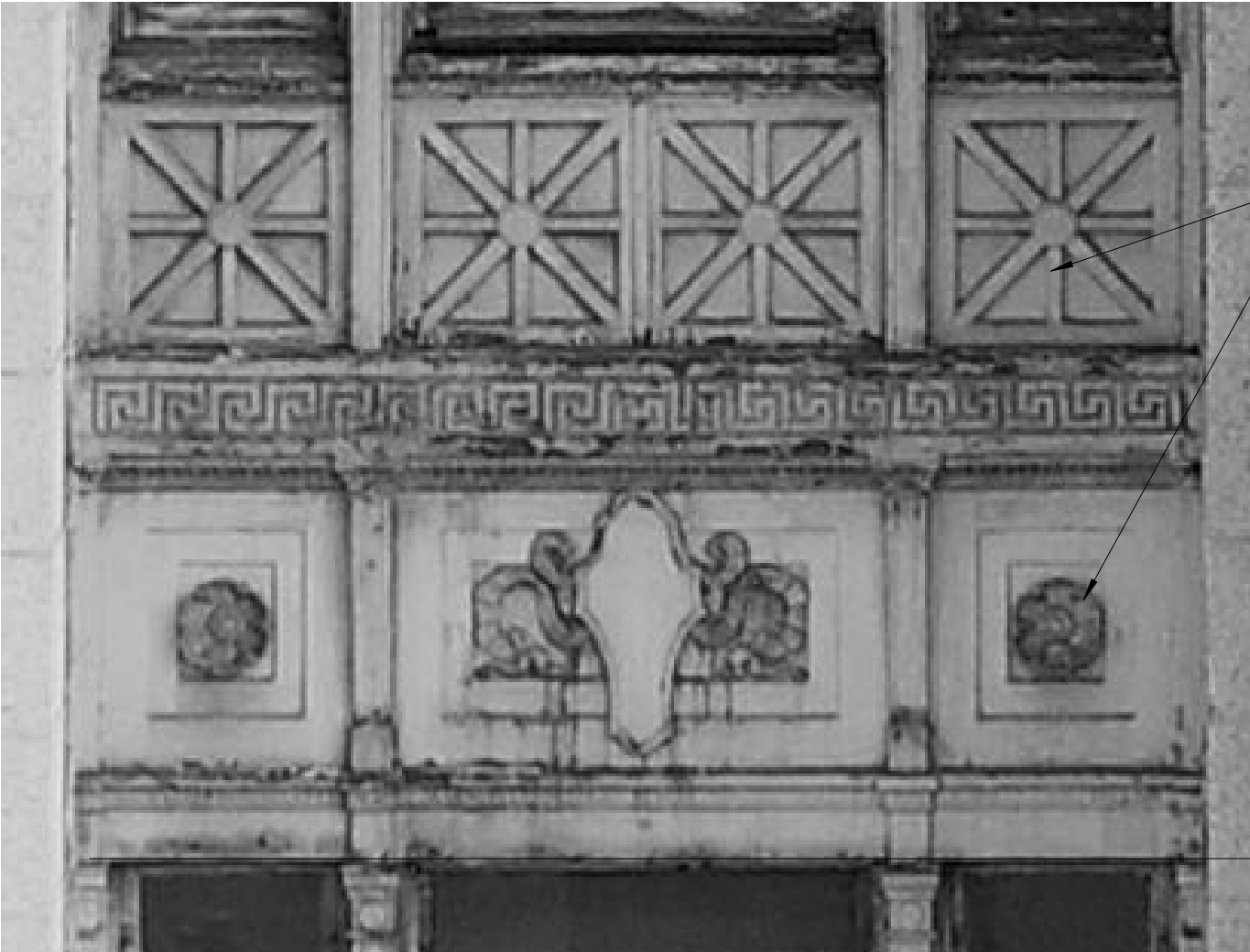
REPLACEMENT WINDOW SCHEDULE ee												
Mark	TYPE	MATERIAL	SIZE		FINISH		GLAZING	DETAILS				COMMENTS
			WIDTH	HEIGHT	EXTERIOR	INTERIOR		HEAD	JAMB	SILL		
R4.1	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.2	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.3	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.4	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.5	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.6	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.7	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.8	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.9	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.10	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.11	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.12	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.13	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.14	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.15	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.16	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.17	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.18	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.20	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.21	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.22	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.23	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.24	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.25	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.26	Q	WD	4' - 3"	7' - 6"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		
R4.27	P	WD	5' - 4"	7' - 0"	PRE-FINISHED ALUM CLAD	PRE-FINISHED TRANS	G2	C1/1.A7.822	B2/1.A7.822	B3/1.A7.822		

GLAZING TYPES

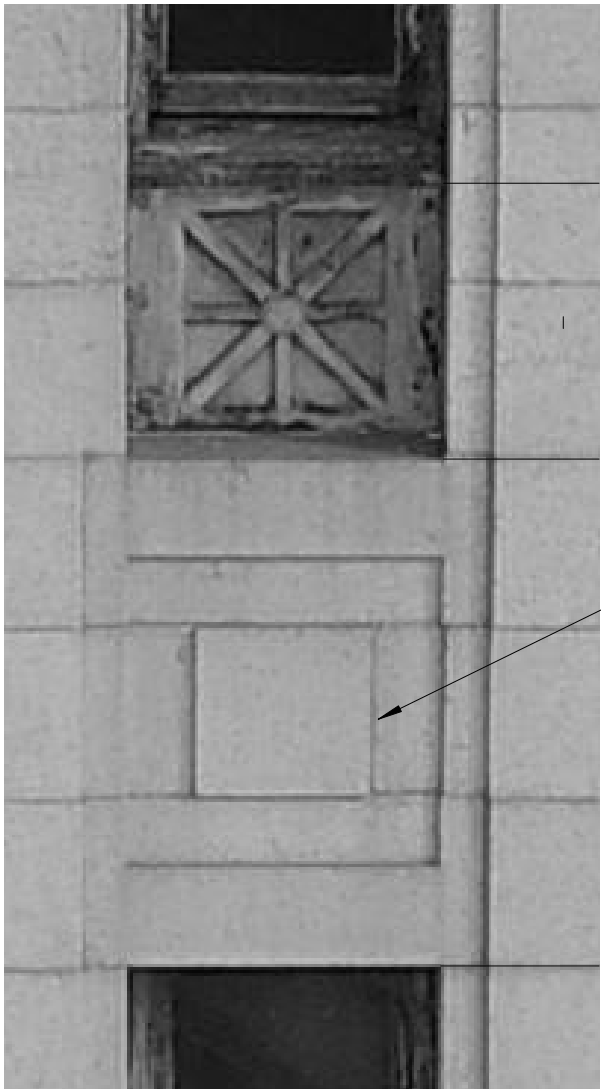
G1: 1/4" CLEAR
G2: 1" IGU
G3: CLEAR @ STORM SASH
G4: OBSCURE PATTERN



1 SPANDREL TYPE 1
1.A7.803 3/4" = 1'-0"

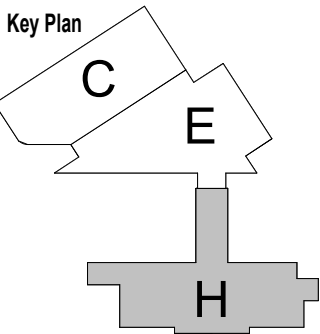


2 SPANDREL TYPE 2
1.A7.803 3/4" = 1'-0"



3 SPANDREL TYPE 3
1.A7.803 3/4" = 1'-0"

SPANDREL SCHEDULE			
MARK	TYPE	MO WIDTH	HEIGHT
S.1	1	8' - 7"	5' - 9 1/4"
S.2	1	8' - 7"	5' - 9 1/4"
S.3	1	8' - 7"	5' - 9 1/4"
S.4	1	8' - 7"	5' - 9 1/4"
S.5	1	8' - 7"	5' - 9 1/4"
S.6	3	2' - 4"	5' - 9 1/4"
S.7	2	8' - 7"	5' - 9 1/4"
S.8	2	8' - 7"	5' - 9 1/4"
S.9	2	8' - 7"	5' - 9 1/4"
S.10	2	8' - 7"	5' - 9 1/4"
S.11	2	8' - 7"	5' - 9 1/4"
S.12	3	2' - 4"	5' - 9 1/4"
S.13	1	8' - 7"	5' - 9 1/4"
S.14	1	8' - 7"	5' - 9 1/4"
S.15	1	8' - 7"	5' - 9 1/4"
S.16	1	8' - 7"	5' - 9 1/4"
S.17	1	8' - 7"	5' - 9 1/4"
S.18	1	8' - 7"	5' - 9 1/4"
S.19	1	8' - 7"	5' - 9 1/4"
S.20	1	8' - 7"	5' - 9 1/4"
S.21	1	8' - 7"	5' - 9 1/4"
S.22	1	8' - 7"	5' - 9 1/4"
S.24	1	8' - 7"	5' - 9 1/4"
S.25	1	8' - 7"	5' - 9 1/4"
S.26	3	2' - 4"	5' - 9 1/4"
S.27	1	8' - 7"	5' - 9 1/4"
S.28	1	8' - 7"	5' - 9 1/4"
S.29	1	8' - 7"	5' - 9 1/4"
S.30	1	8' - 7"	5' - 9 1/4"
S.31	1	8' - 7"	5' - 9 1/4"
S.32	3	2' - 4"	5' - 9 1/4"
S.33	1	8' - 7"	5' - 9 1/4"
S.34	1	8' - 7"	5' - 9 1/4"
S.35	1	8' - 7"	5' - 9 1/4"
S.36	1	8' - 7"	5' - 9 1/4"
S.37	1	8' - 7"	5' - 9 1/4"
S.38	1	8' - 7"	5' - 9 1/4"
S.39	1	8' - 7"	5' - 9 1/4"
S.40	1	8' - 7"	5' - 9 1/4"



FILE NAME: 1.A7.805
PROJECT: BALTIMORE HEADHOUSE
STANDARD PEN TABLE YES

No.	Revisions	Date	By

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Office of Chief Engineer
STRUCTURES

National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

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Seal/signature :

BALTIMORE

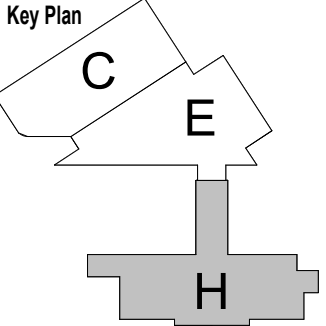
MARYLAND

HEADHOUSE REHABILITATION
EXTERIOR ENVELOPE - EARLY RELEASE

60% SUBMISSION DRAFT

Designed Designer Drawn Author Checked Checker Date 10/9/20

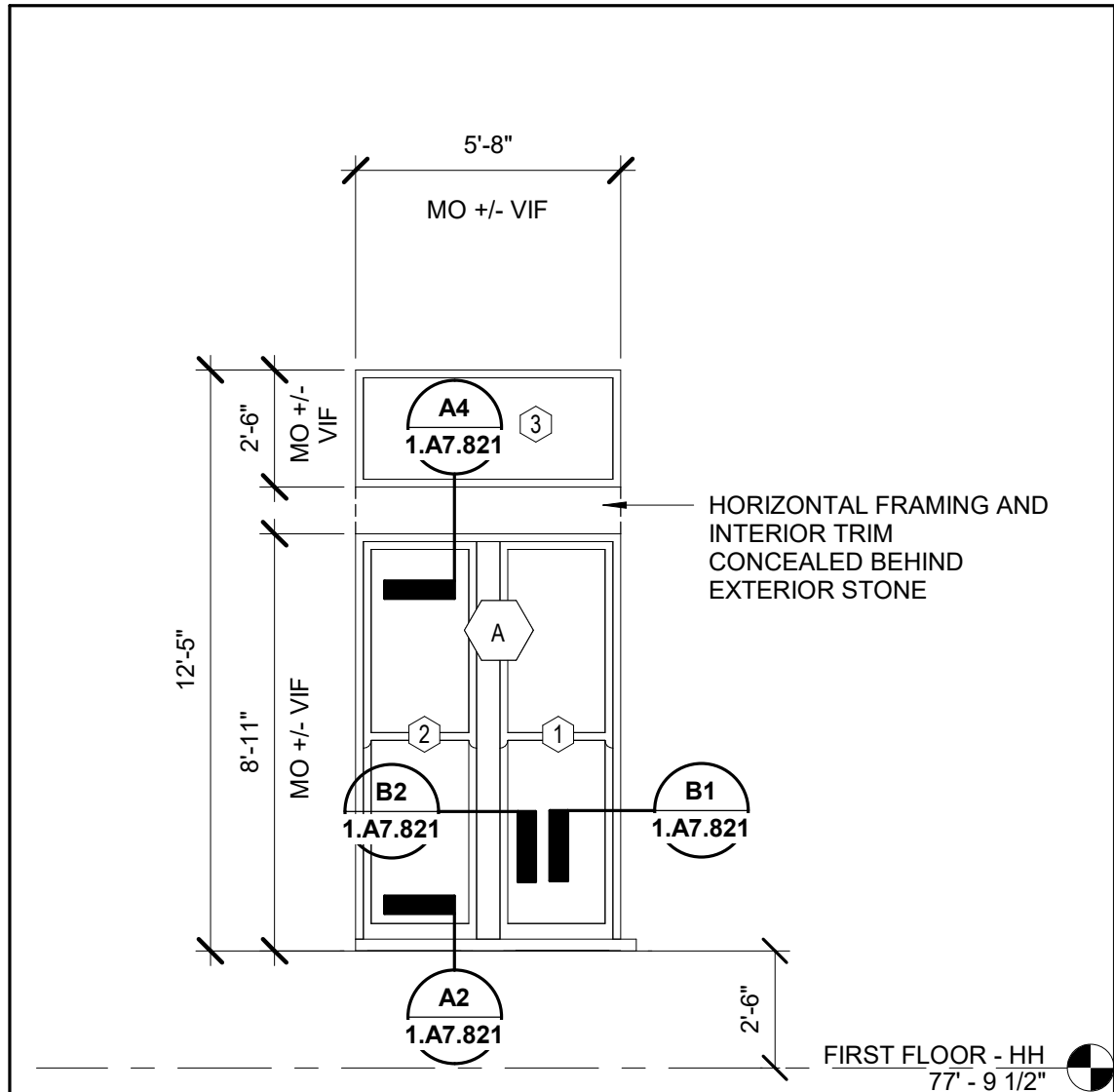
Key Plan



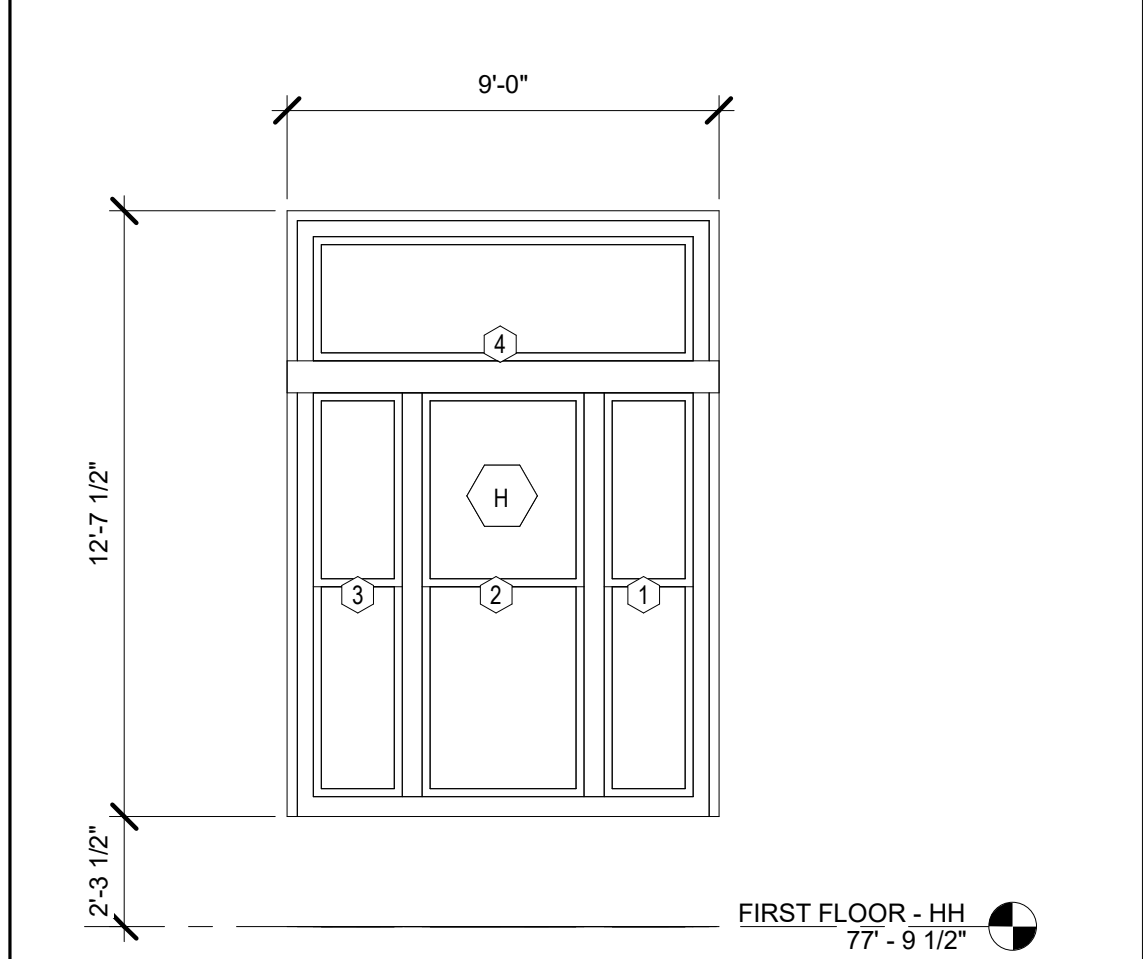
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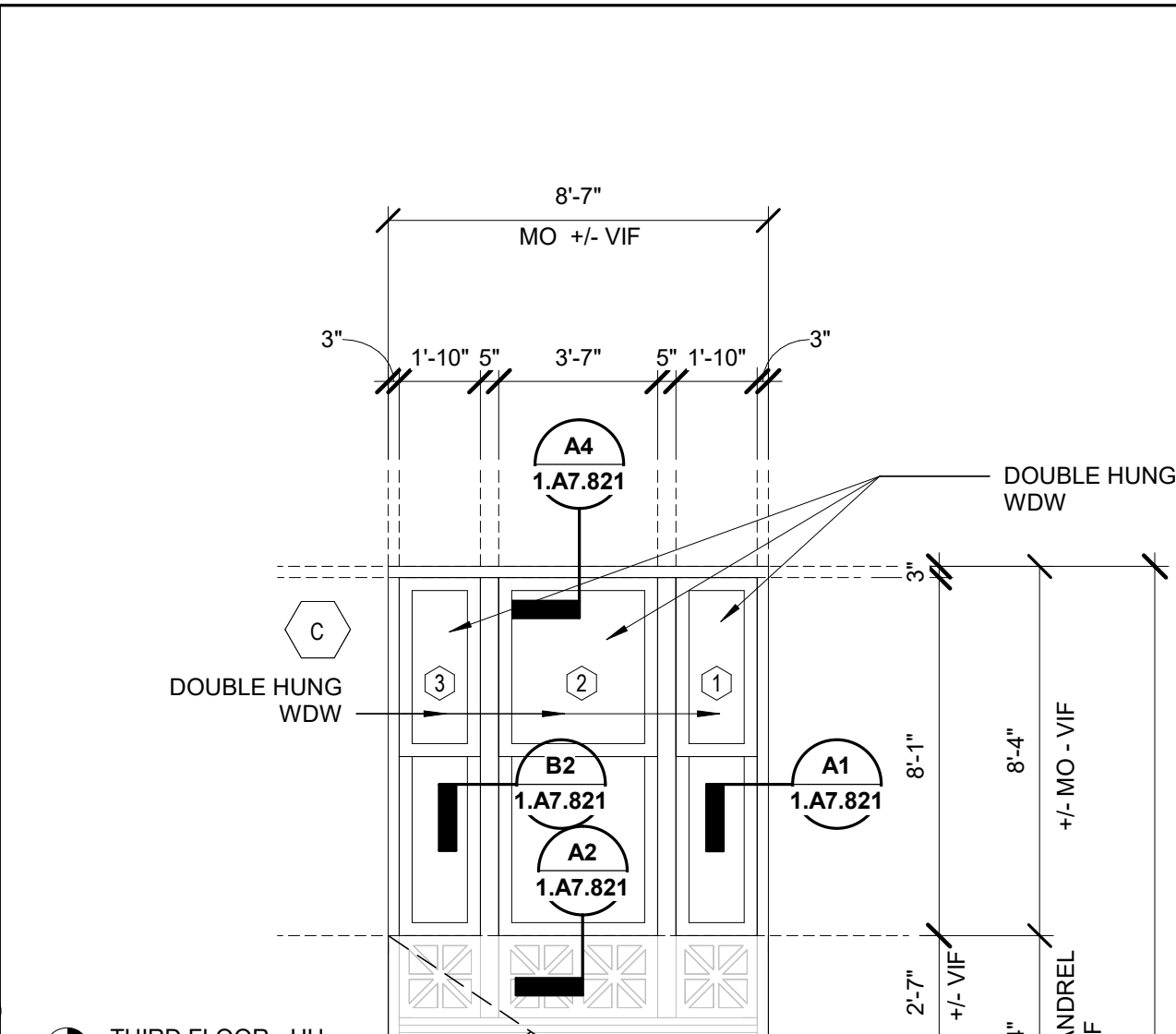
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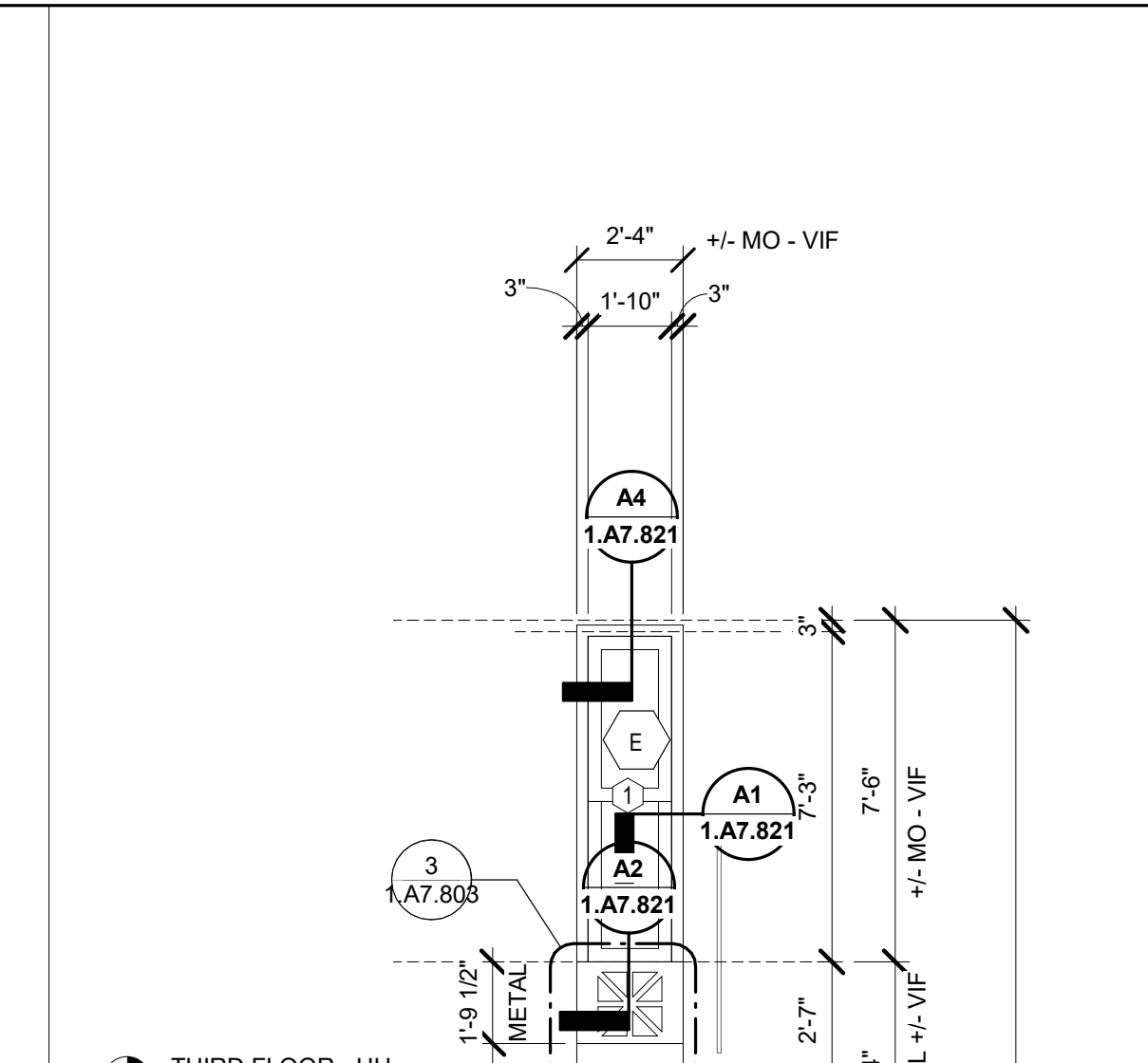
5 WINDOW TYPE A
1.A7.811 1/4" = 1'-0"



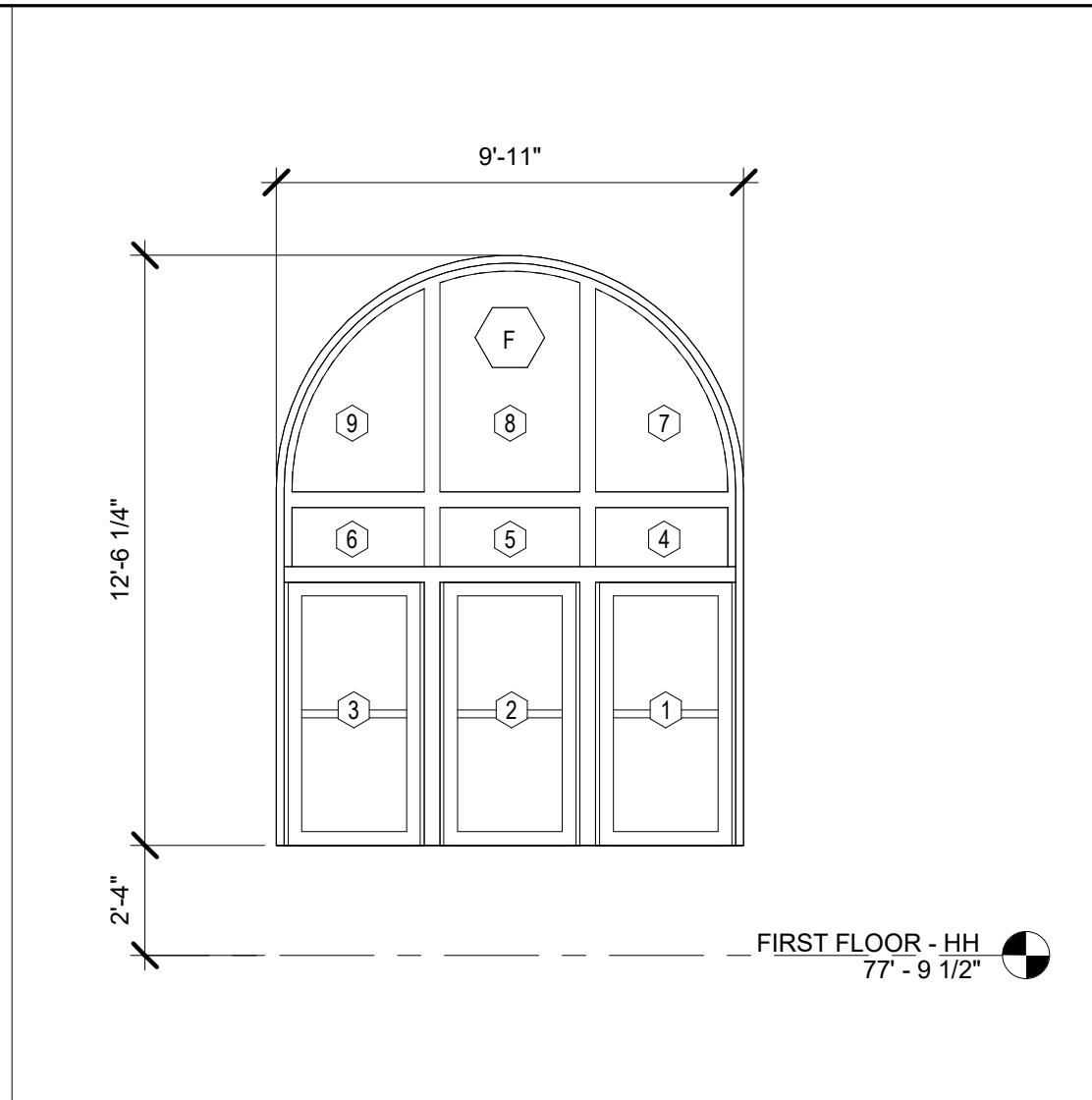
8 WINDOW TYPE H
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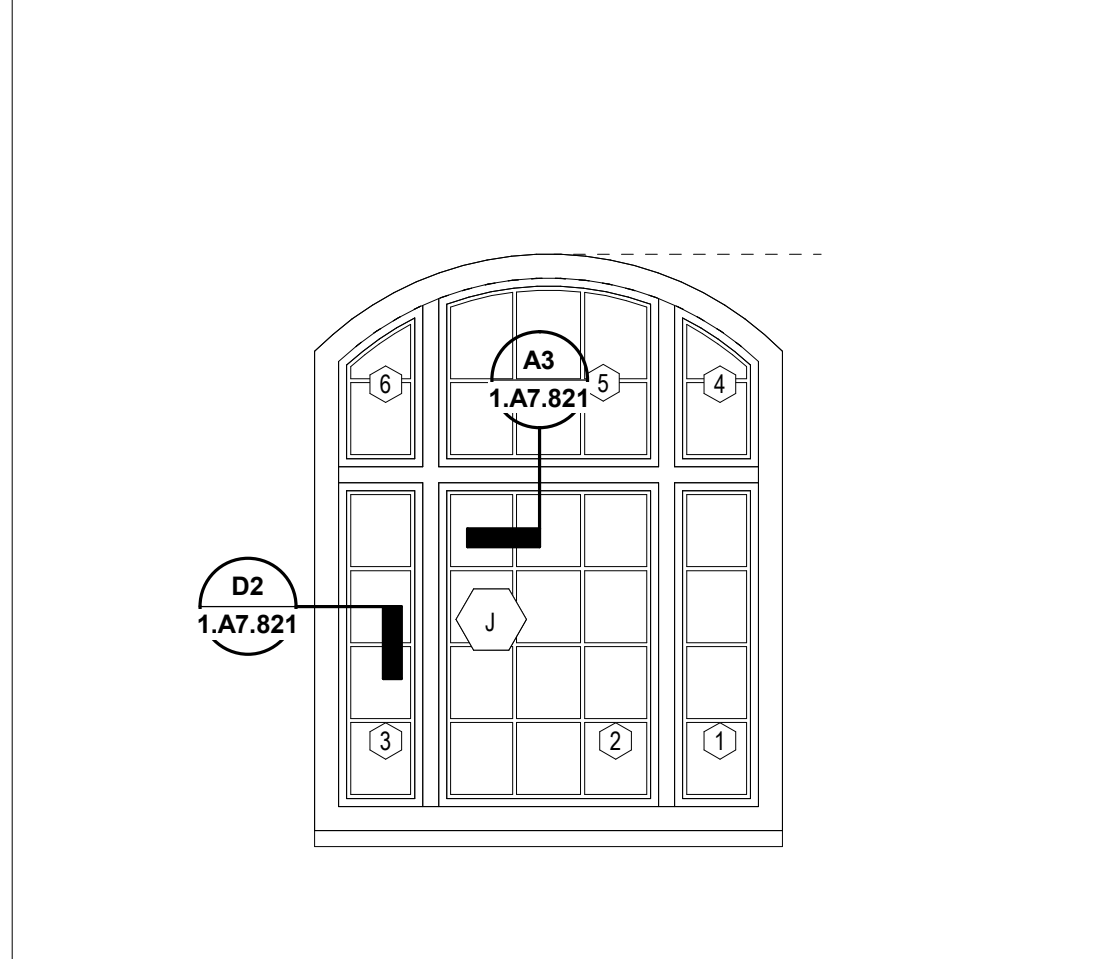
1 WINDOW TYPES B & C
1.A7.811 1/4" = 1'-0"



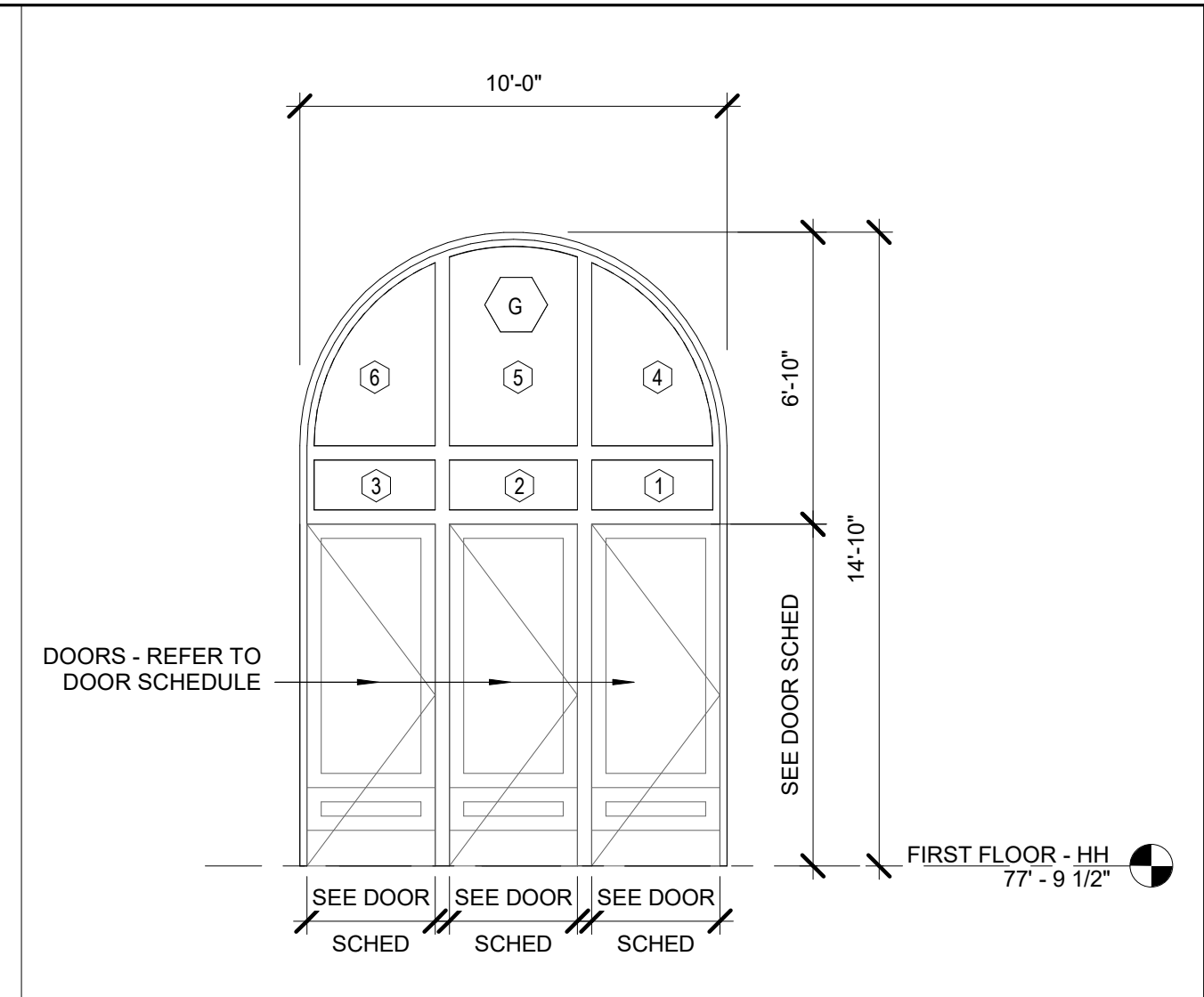
2 WINDOW TYPES D & E
1.A7.811 1/4" = 1'-0"



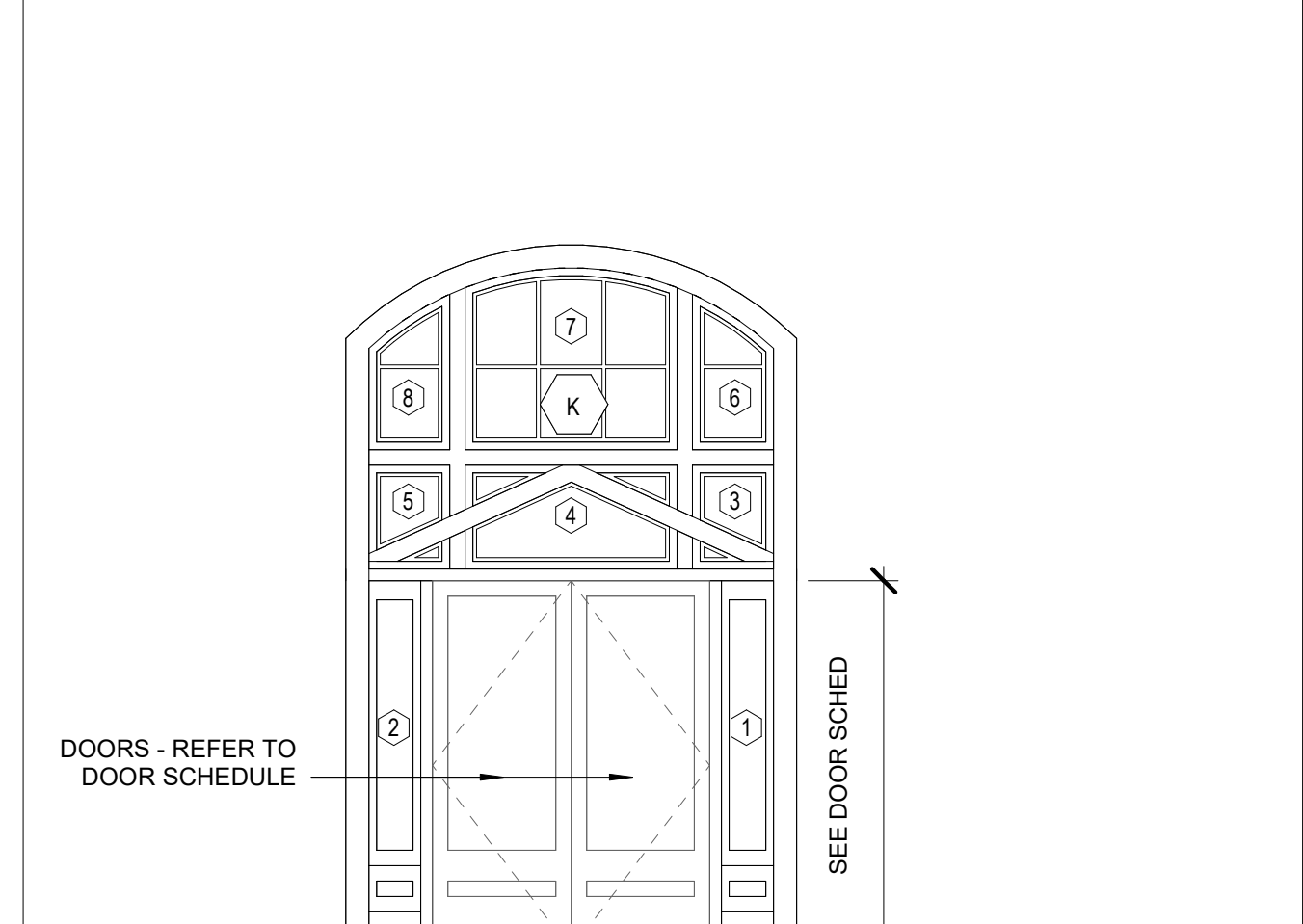
7 WINDOW TYPE F
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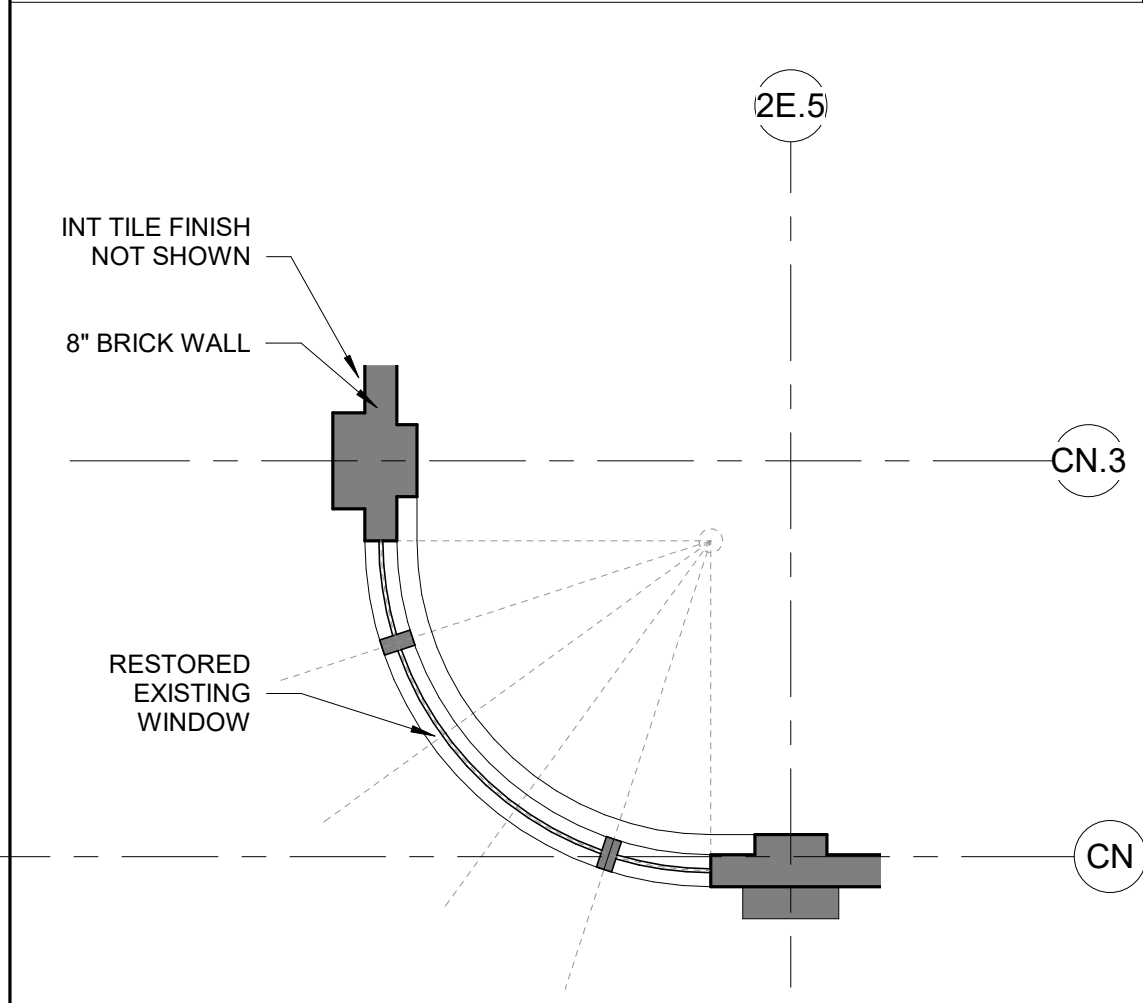
6 WINDOW TYPE J
1.A7.811 1/4" = 1'-0"



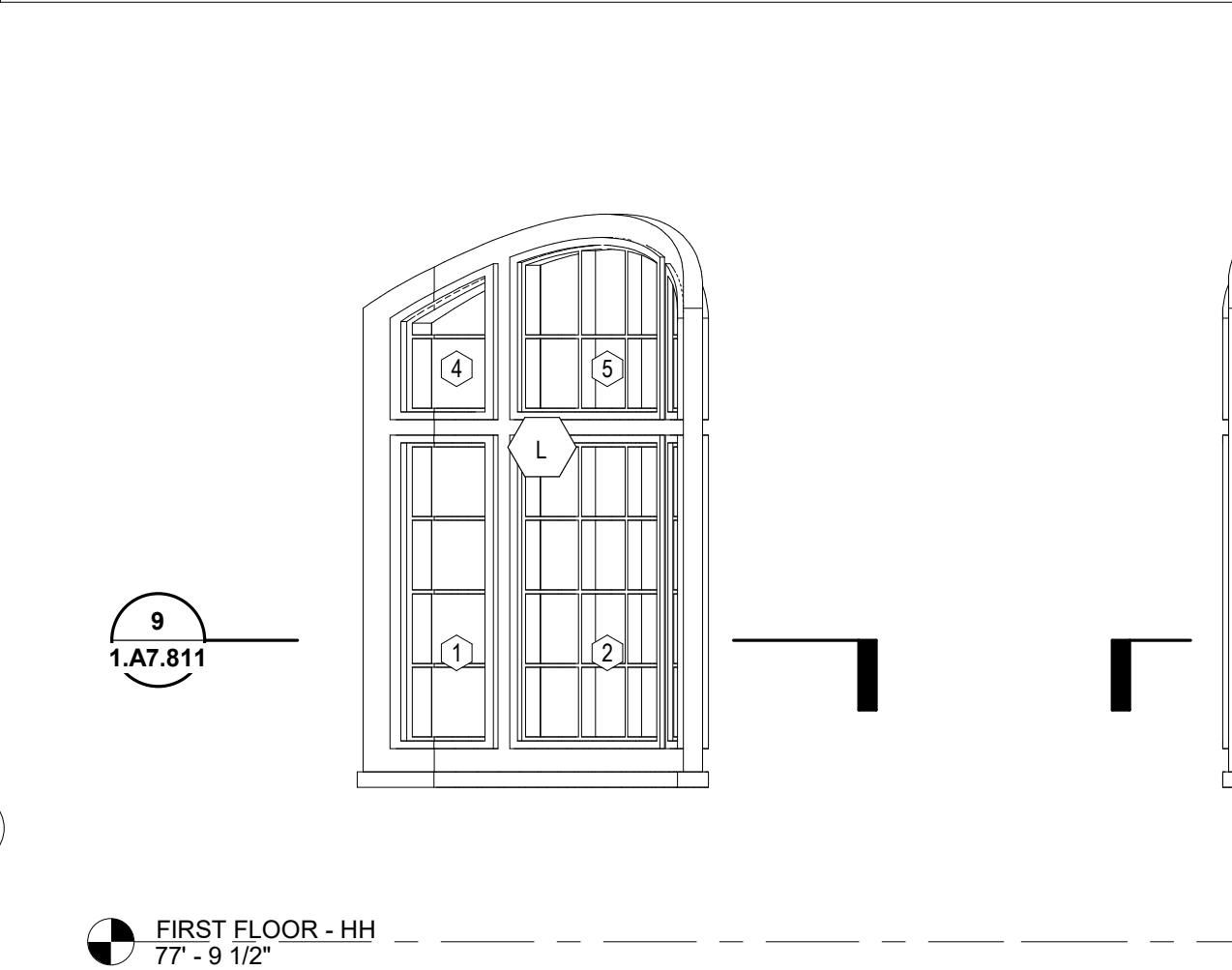
12 WINDOW TYPE G
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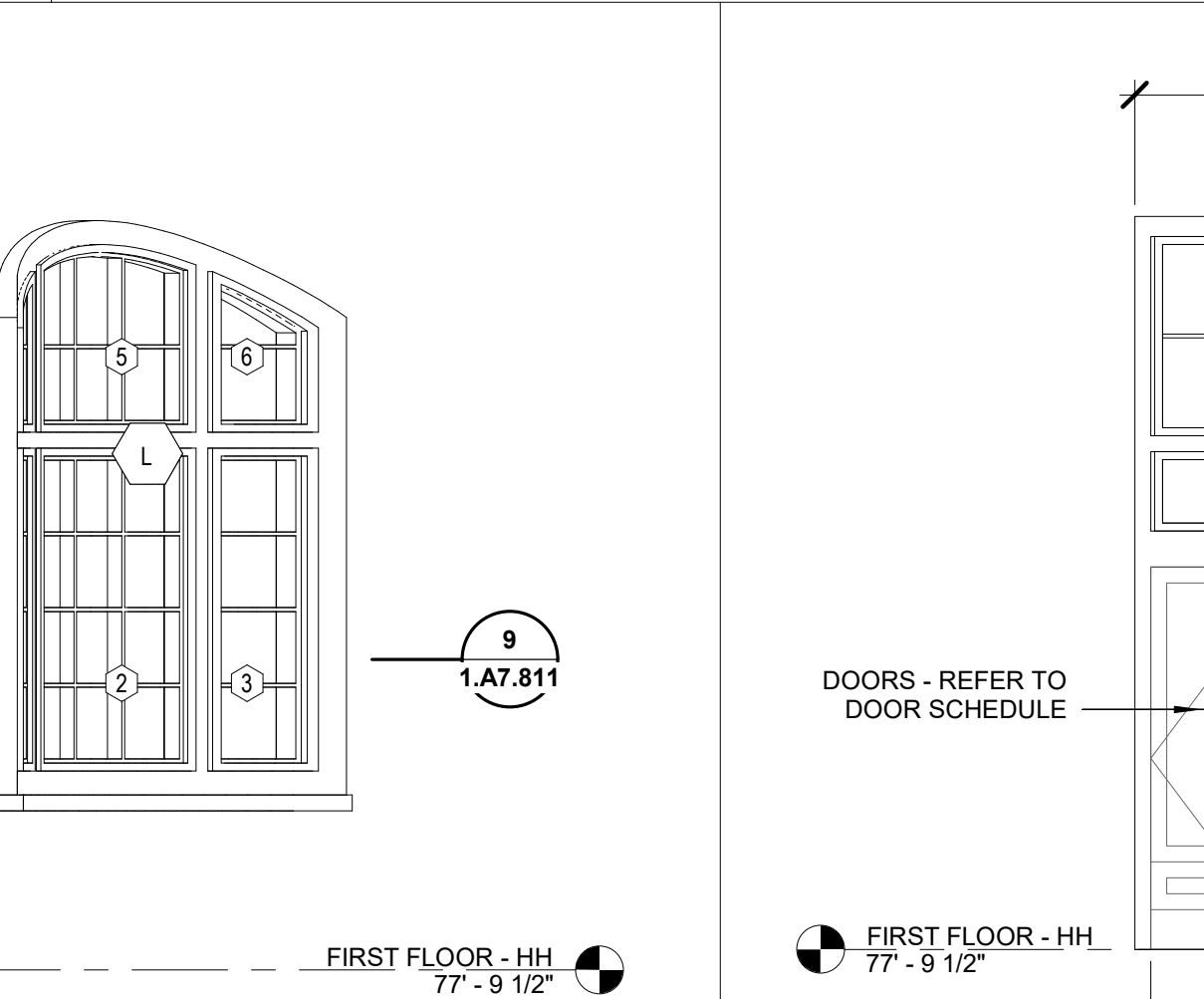
3 WDW TYPE K
1.A7.811 1/4" = 1'-0"



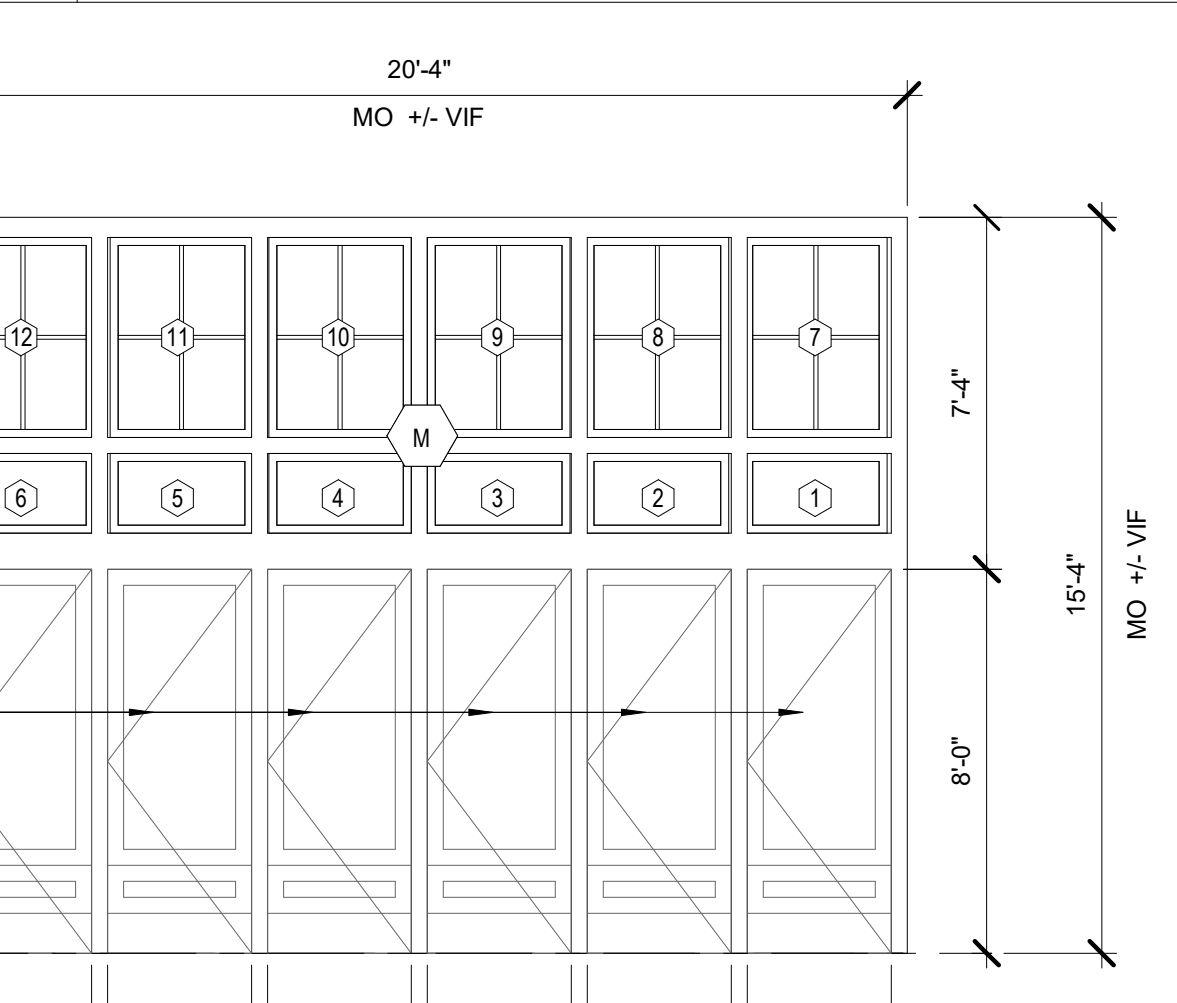
9 PLAN - WDW TYPE L
1.A7.811 1/4" = 1'-0"



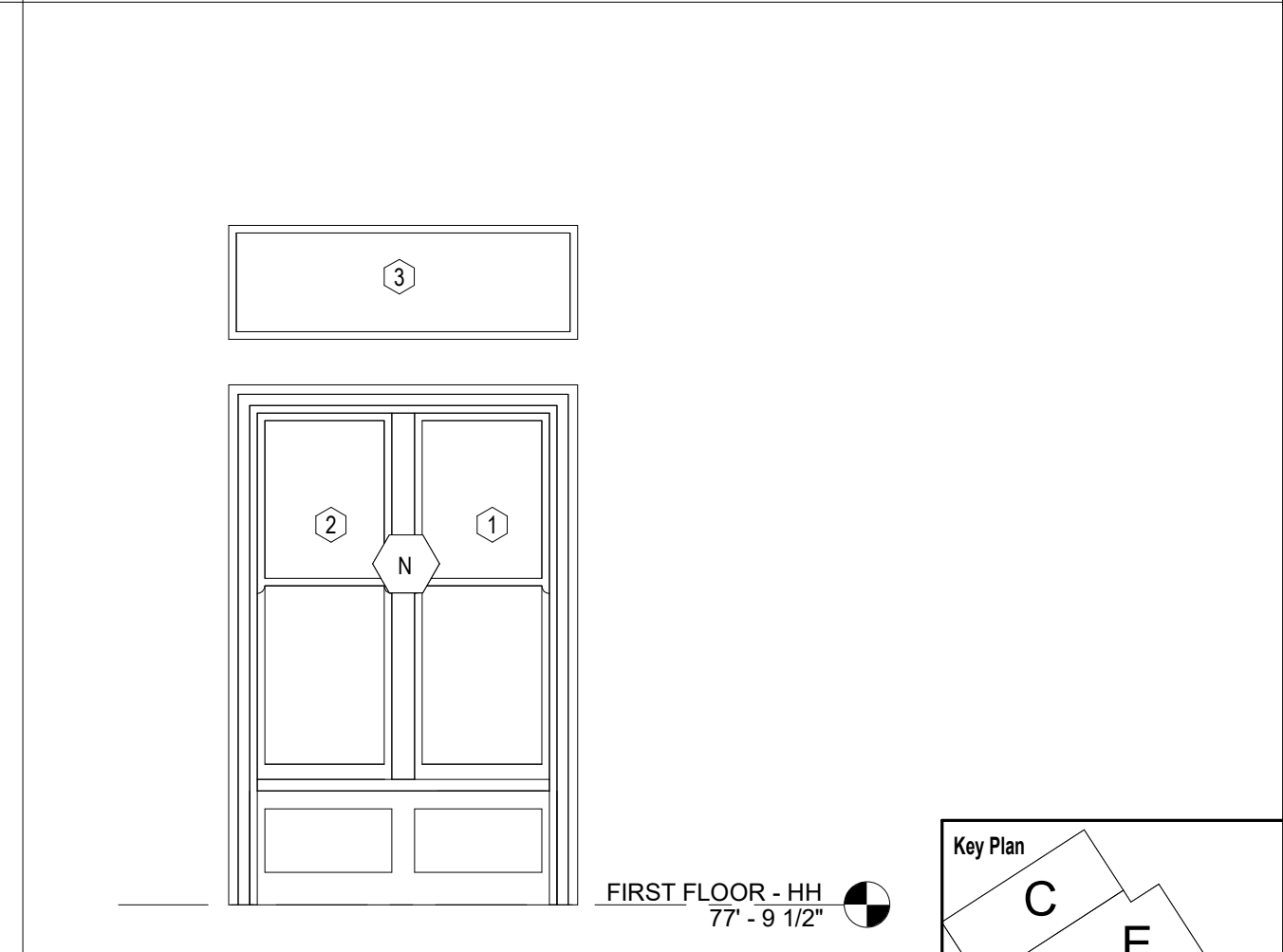
10 WINDOW TYPE L - SOUTH
1.A7.811 1/4" = 1'-0"



11 WINDOW TYPE L - EAST
1.A7.811 1/4" = 1'-0"



13 WINDOW TYPE M - TRANSOM @ WEST ENTRY
1.A7.811 1/4" = 1'-0"



4 WINDOW TYPE N
1.A7.811 1/4" = 1'-0"

No.	Revisions	Date	By

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Seal/signature :

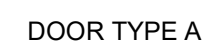
BALTIMORE				MARYLAND			
HEADHOUSE REHABILITATION EXTERIOR ENVELOPE - EARLY RELEASE							
60% SUBMISSION DRAFT							
Designed	Designer	Drawn	Author	Checked	Checker	Date	10/9/20

Key Plan

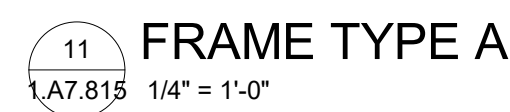
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Sheet name:
WINDOW TYPES

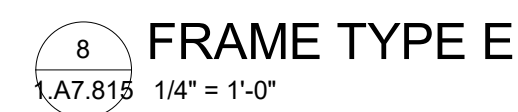
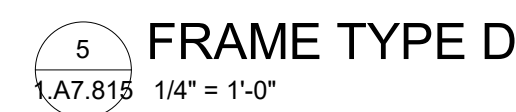
Dwg. No.: **1.A7.811**



1.A7.815 $1/4'' = 1'-0''$



NOT USED

[illegible]

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National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date

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Fax 410.123.4567

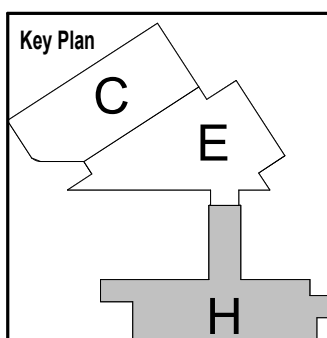
Baltimore, MD 21201
Tel 410.576.0440

1300 North 17th Street, Suite 1000
Arlington, VA 22209

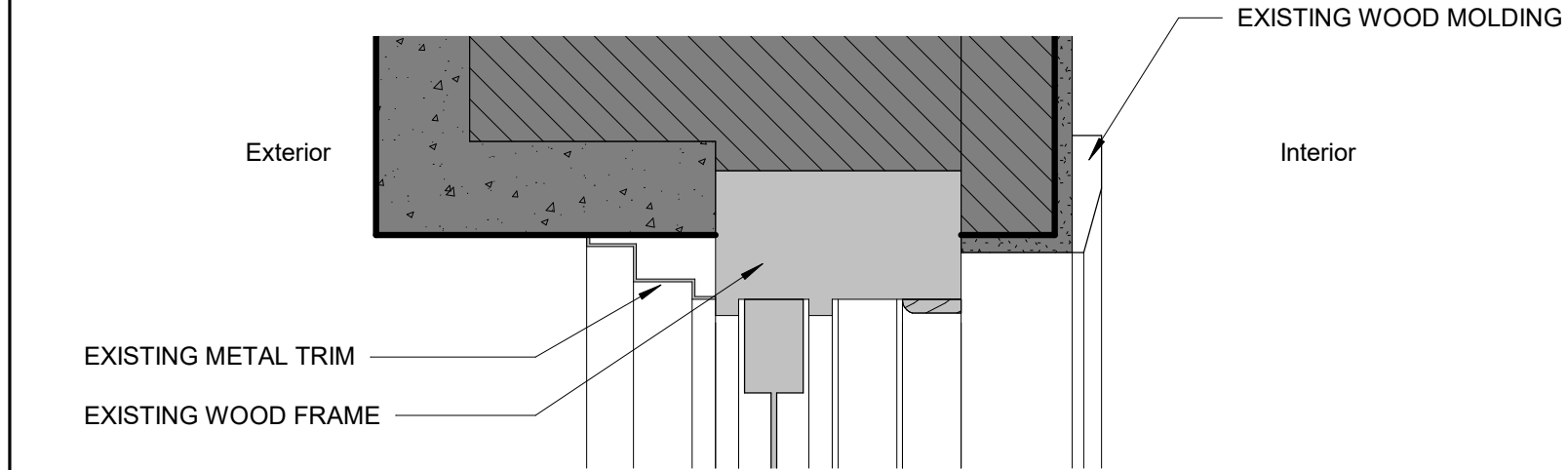
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60% SUBMISSION DRAFT

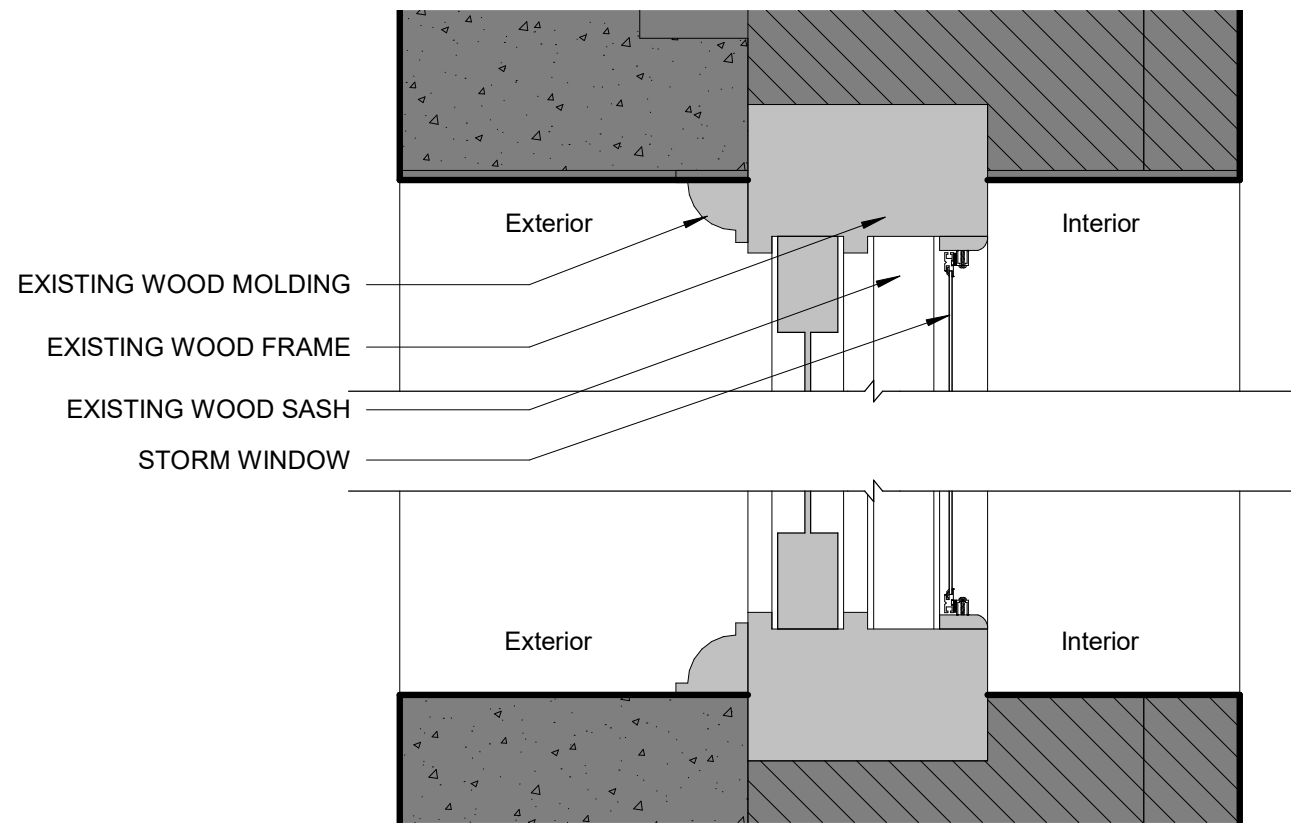
Designed	Designer	Drawn	Author	Checked	Checker	Date	10/9/20
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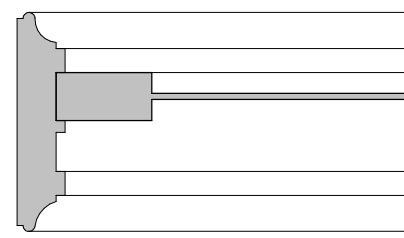
Dwg. 1.A7.815



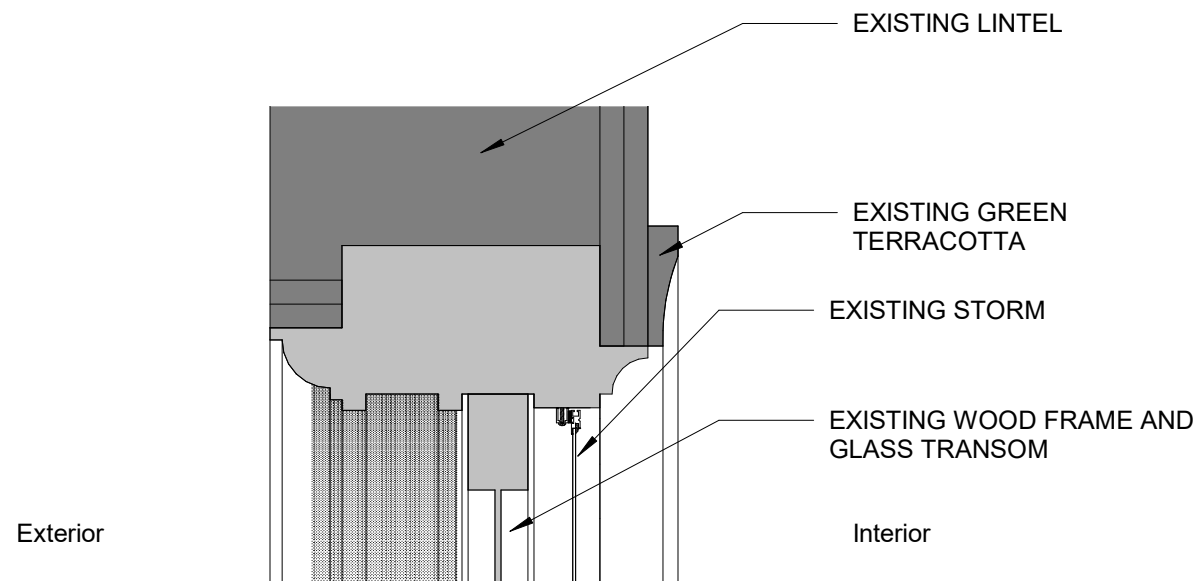
A4 HEAD DTL - TYPICAL
1.A7.821 1 1/2" = 1'-0"



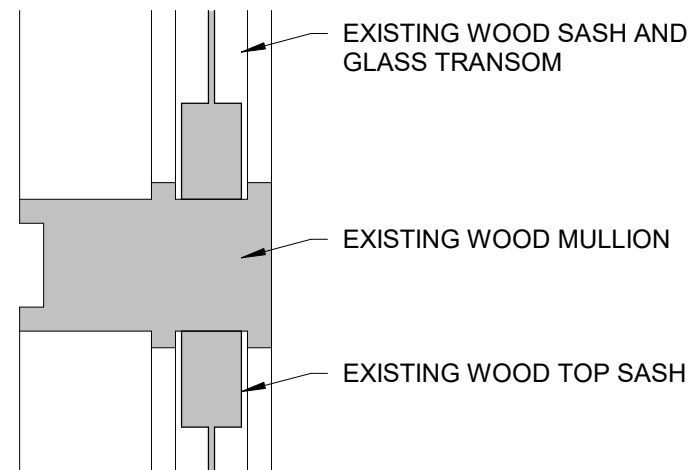
B3 HEAD DETAIL - WDW TYPE A
1.A7.821 1 1/2" = 1'-0"



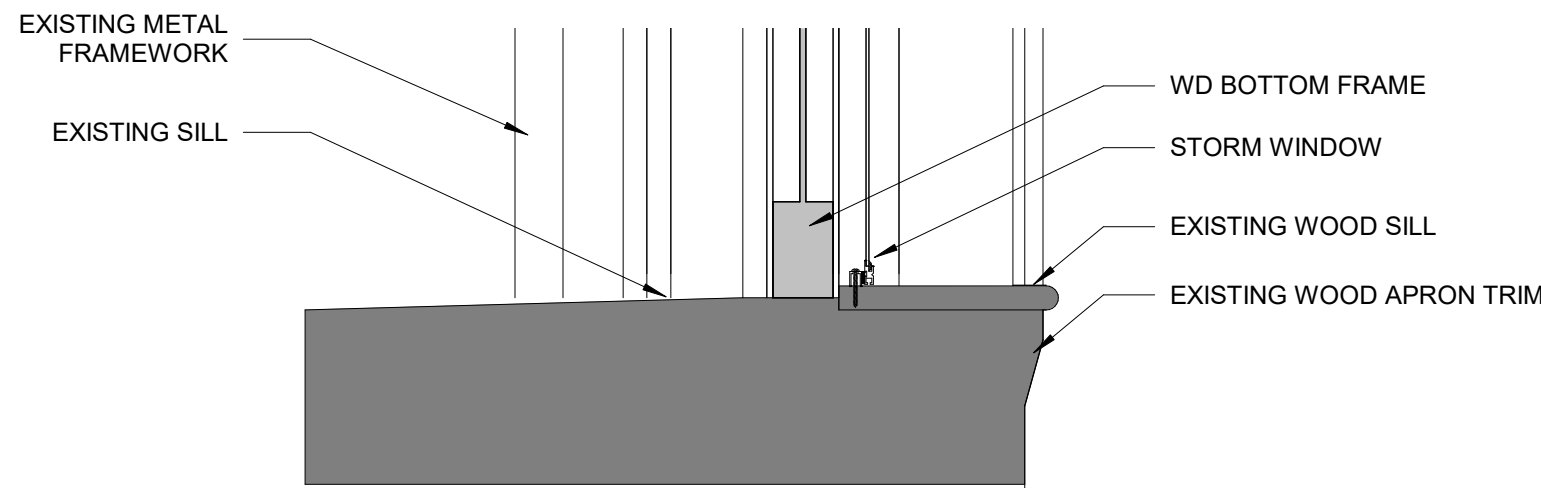
C3 JAMB DETAIL - WINDOW F
1.A7.821 1 1/2" = 1'-0"



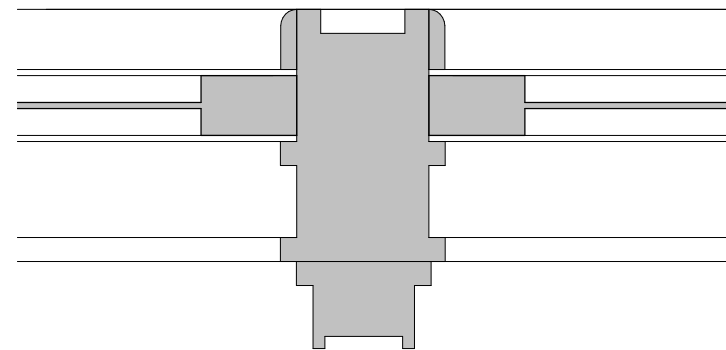
D4 HEAD DETAIL - WINDOW H
1.A7.821 1 1/2" = 1'-0"



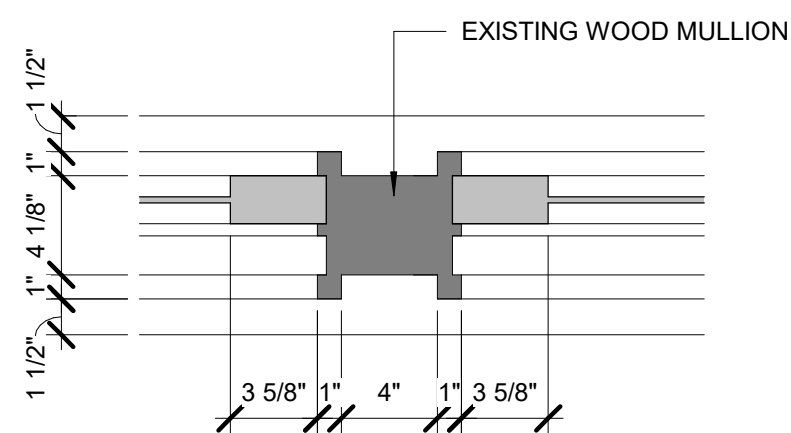
A3 MULLION & MUNTIN DTLS - WDW TYPE D
1.A7.821 1 1/2" = 1'-0"



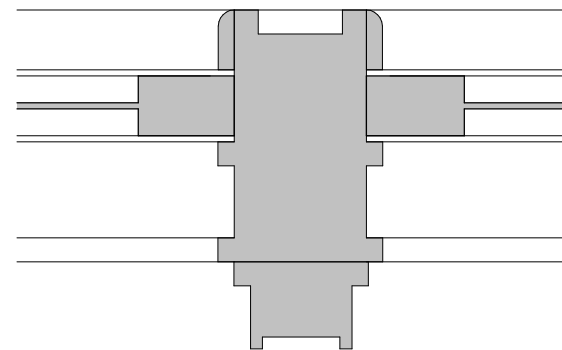
A2 SILL DETAIL - TYPICAL
1.A7.821 1 1/2" = 1'-0"



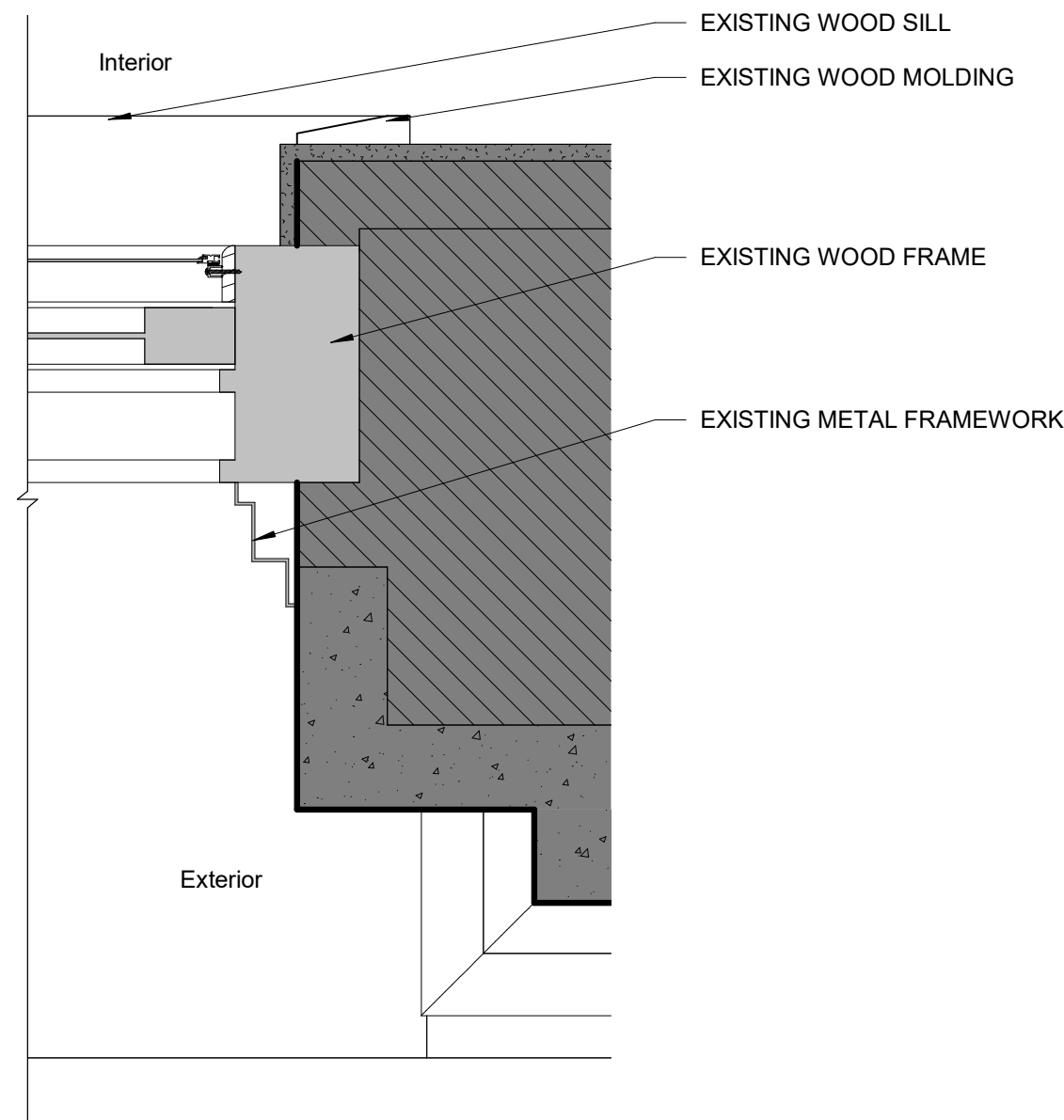
B2 TYPICAL MULLION DETAIL 1
1.A7.821 1 1/2" = 1'-0"



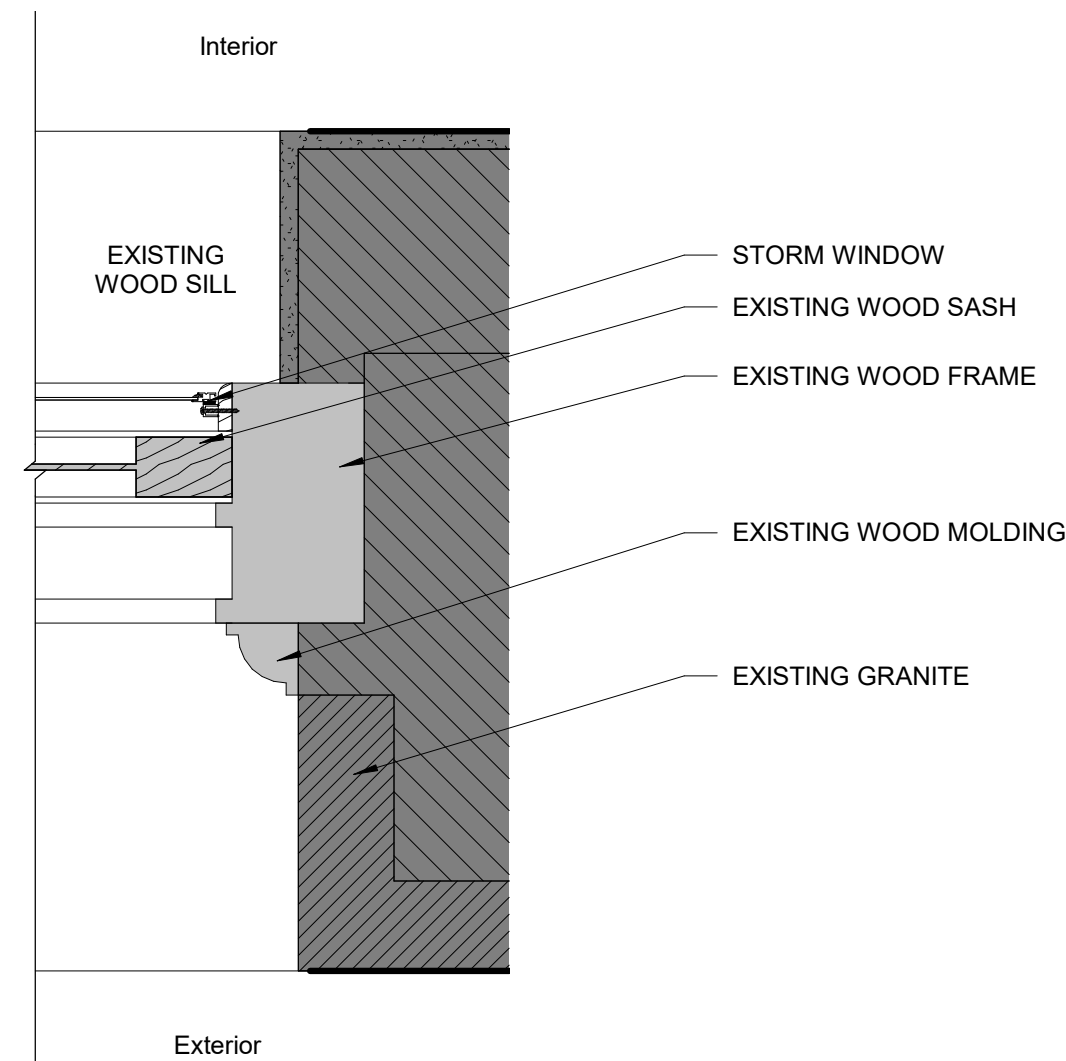
C2 MULLION DETAIL - WINDOW F
1.A7.821 1 1/2" = 1'-0"



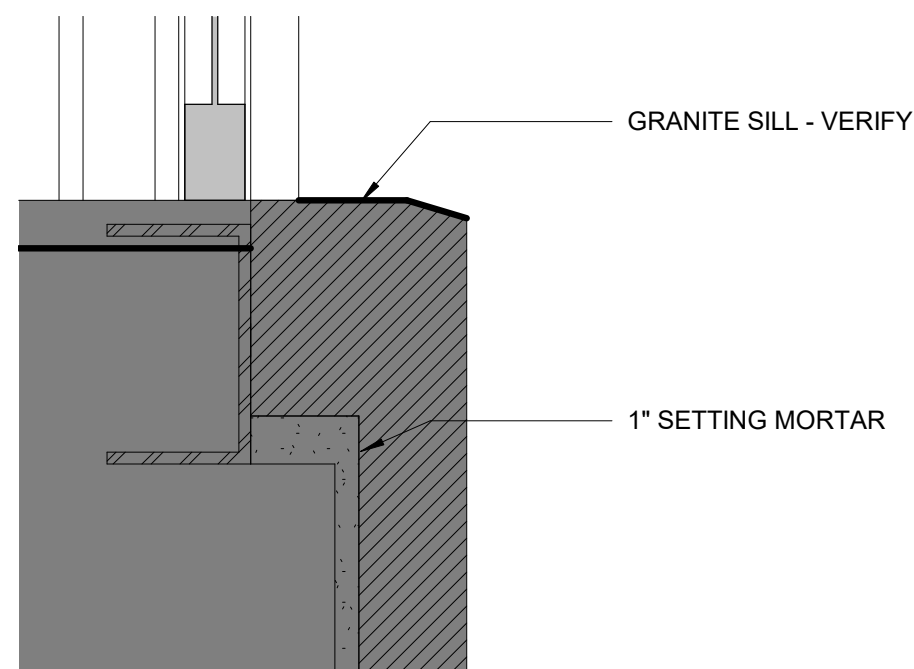
D3 TYPICAL MULLION DETAIL
1.A7.821 1 1/2" = 1'-0"



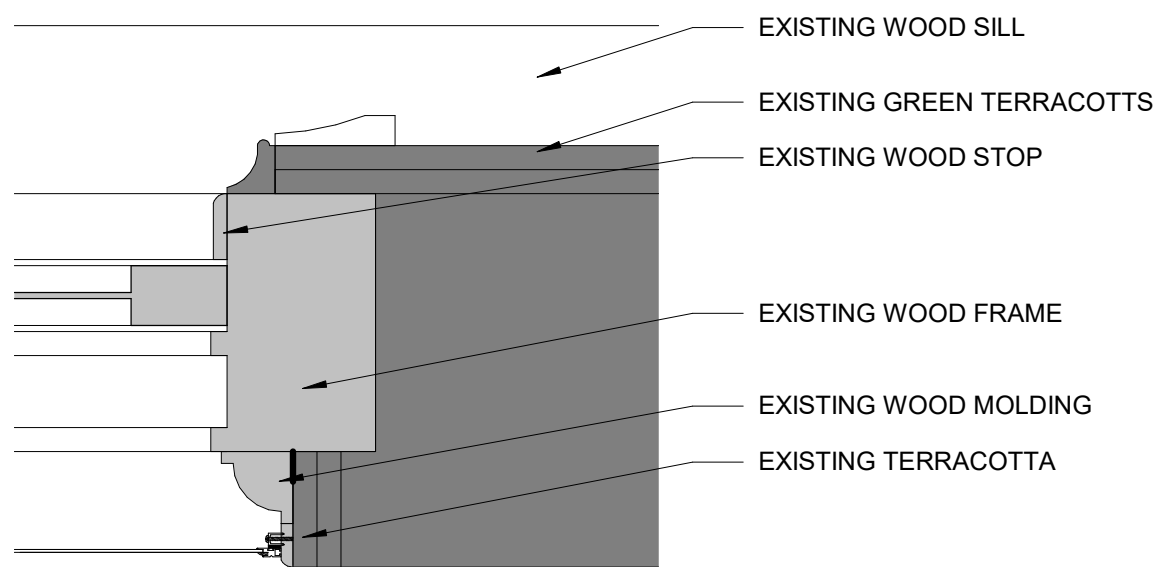
A1 JAMB DETAIL - WDW TYPES B & C
1.A7.821 1 1/2" = 1'-0"



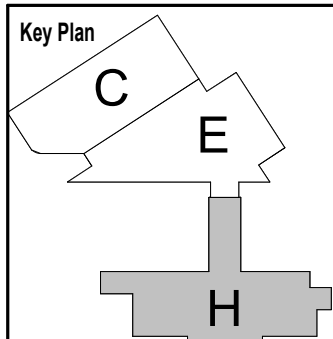
B1 JAMB DETAIL - WDW TYPE A
1.A7.821 1 1/2" = 1'-0"



C1 GRANITE SILL - WDW F
1.A7.821 1 1/2" = 1'-0"



D2 JAMB DETAIL - WDW TYPE B1
1.A7.821 1 1/2" = 1'-0"



No.	Revisions	Date	By

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STRUCTURES

National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

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United States

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Fax 410.123.4567

QUINN EVANS

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Baltimore, MD 21201
Tel 410.576.0440

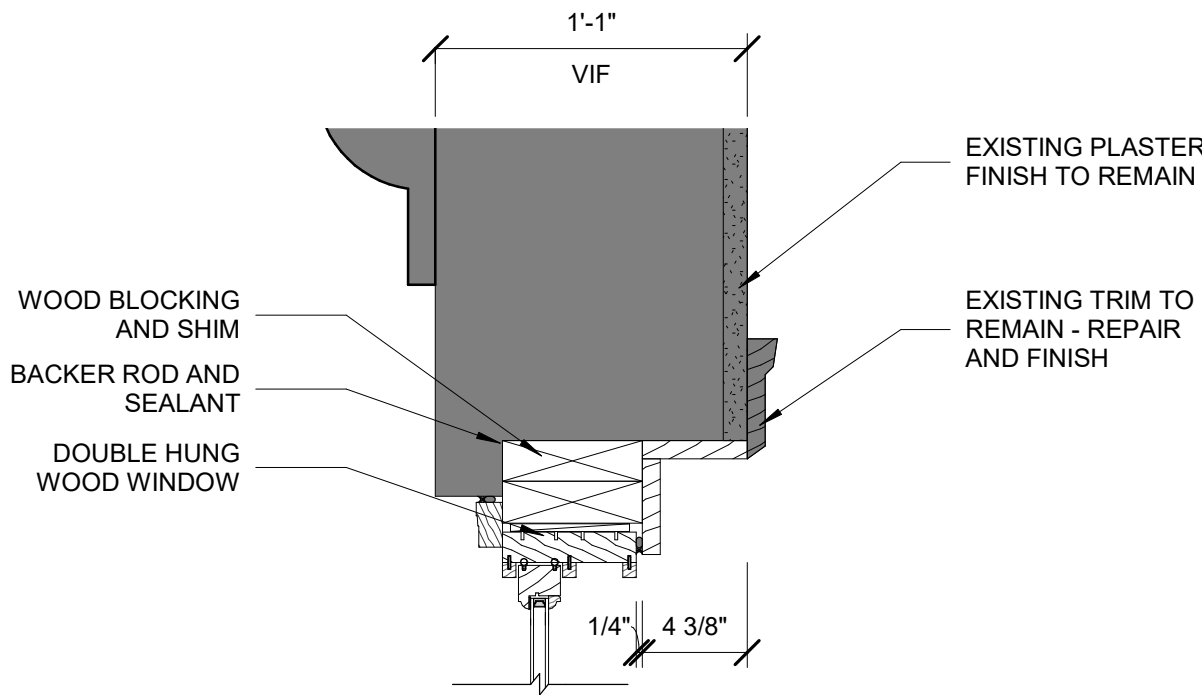
WSP

WSP USA
1300 North 17th Street, Suite 1000
Arlington, VA 22209

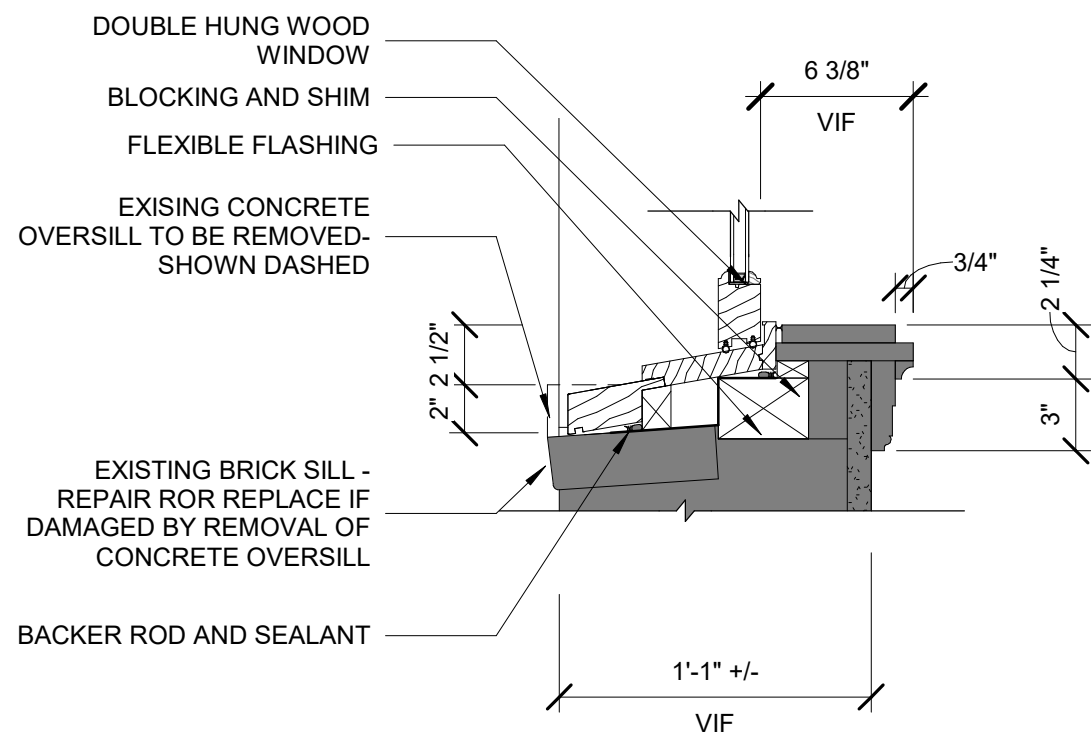
Seal/signature :

BALTIMORE HEADHOUSE REHABILITATION EXTERIOR ENVELOPE - EARLY RELEASE						MARYLAND	
60% SUBMISSION DRAFT							
Designed	Designer	Drawn	Author	Checked	Checker	Date	10/9/20

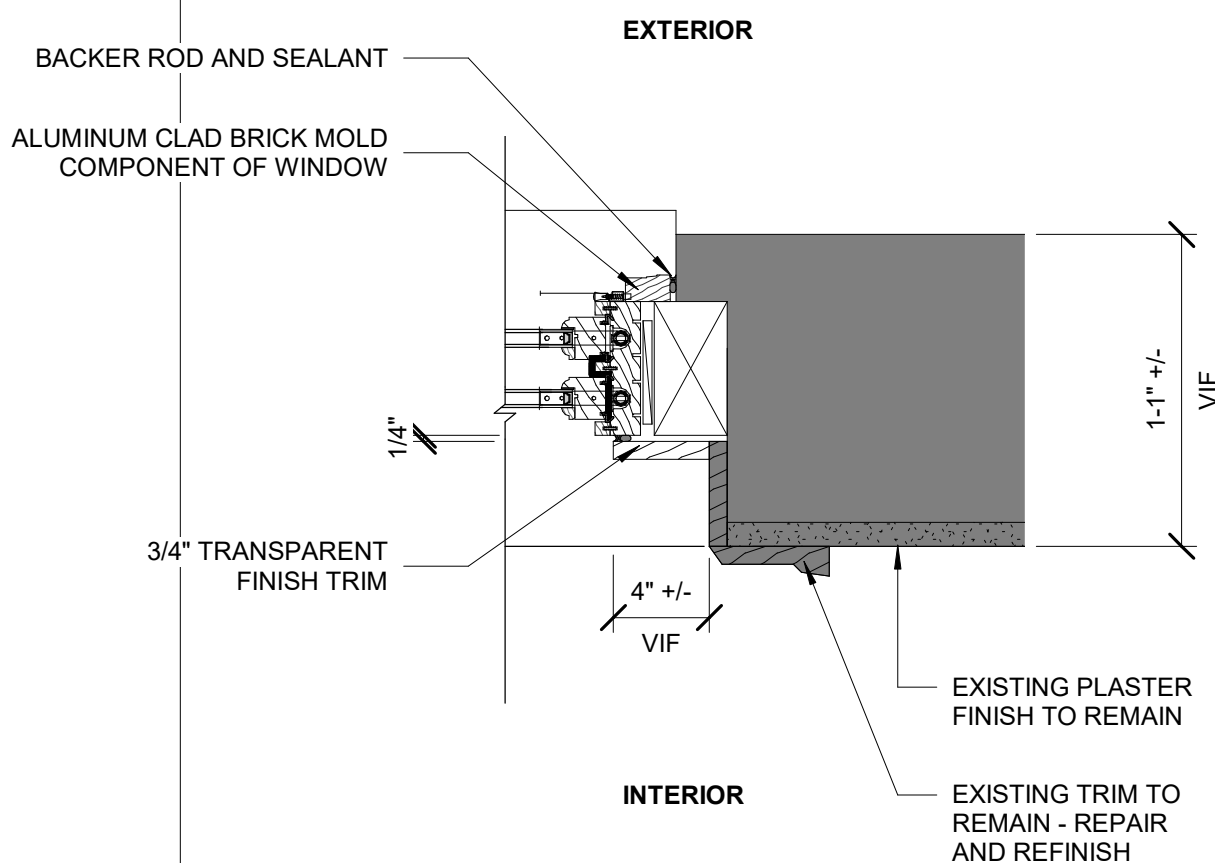
Work Elem. No.	C.RE.100048
Sheet name:	WINDOW DETAILS
Dwg. No.	1.A7.821



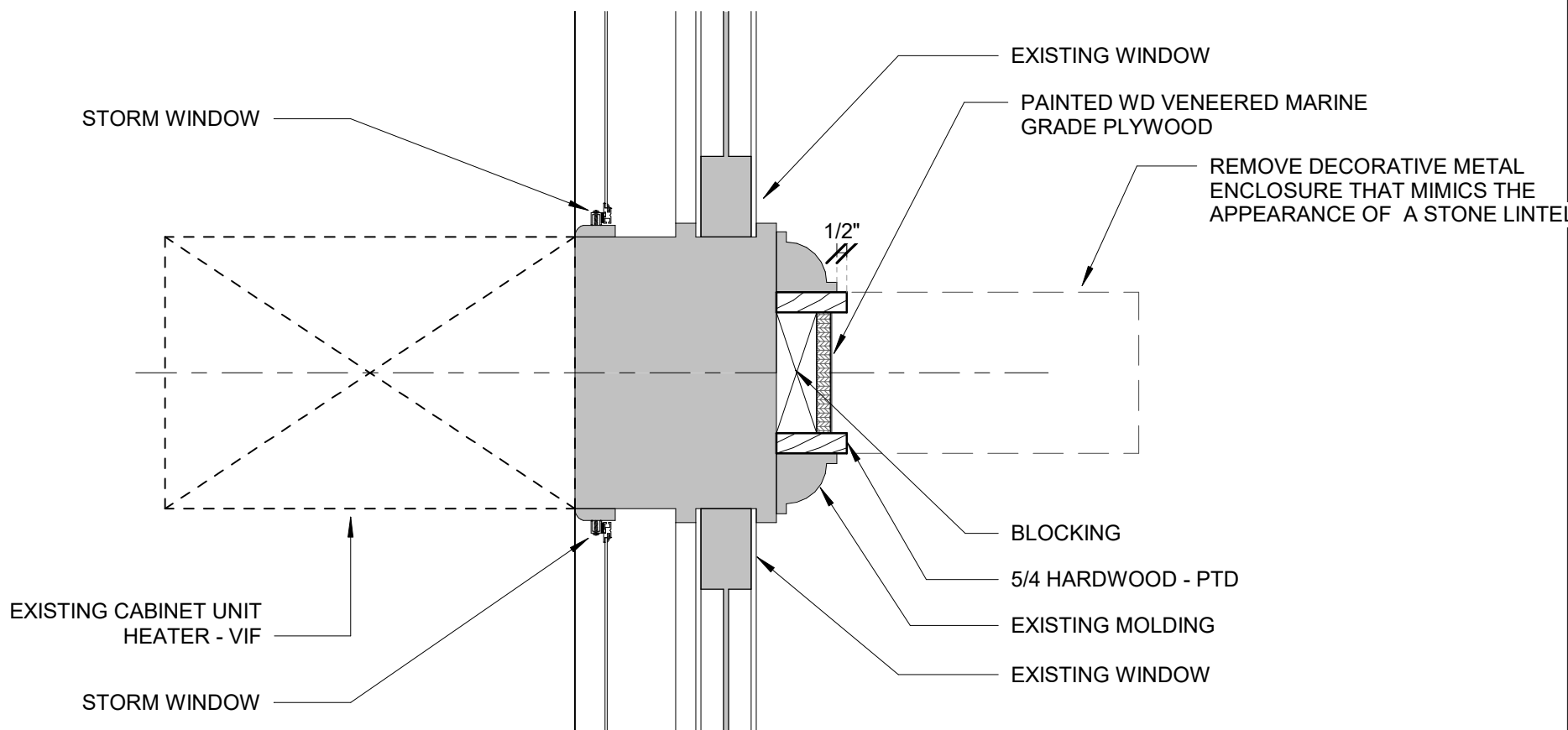
C1 DETAILS - WDW TYPE N - HEAD
1.A7.822 1 1/2" = 1'-0"



B1 DETAILS - WDW TYPE N - SILL
1.A7.822 1 1/2" = 1'-0"



B2 JAMB DETAIL - WDW TYPE D1 - FIXED
1.A7.822 1 1/2" = 1'-0"



B3 SECTION DETAIL @ REMOVED METAL LINTEL
1.A7.822 1 1/2" = 1'-0"

No.	Revisions	Date	By

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**HEADHOUSE REHABILITATION
EXTERIOR ENVELOPE - EARLY RELEASE**

60% SUBMISSION DRAFT
Designed Designer Drawn Author Checked Checker Date 10/9/20

Key Plan 	
Work Elem. No:	C.RE.100048
Sheet name:	WINDOW DETAILS
Dwg. No.	1.A7.822

FILE NAME: 1.A7.831
PROJECT: BALTIMORE
STANDARD: PENN. TABLE YES

No.	Revisions	Date	By

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Seal/signature :

BALTIMORE

MARYLAND

HEADHOUSE REHABILITATION
EXTERIOR ENVELOPE - EARLY RELEASE

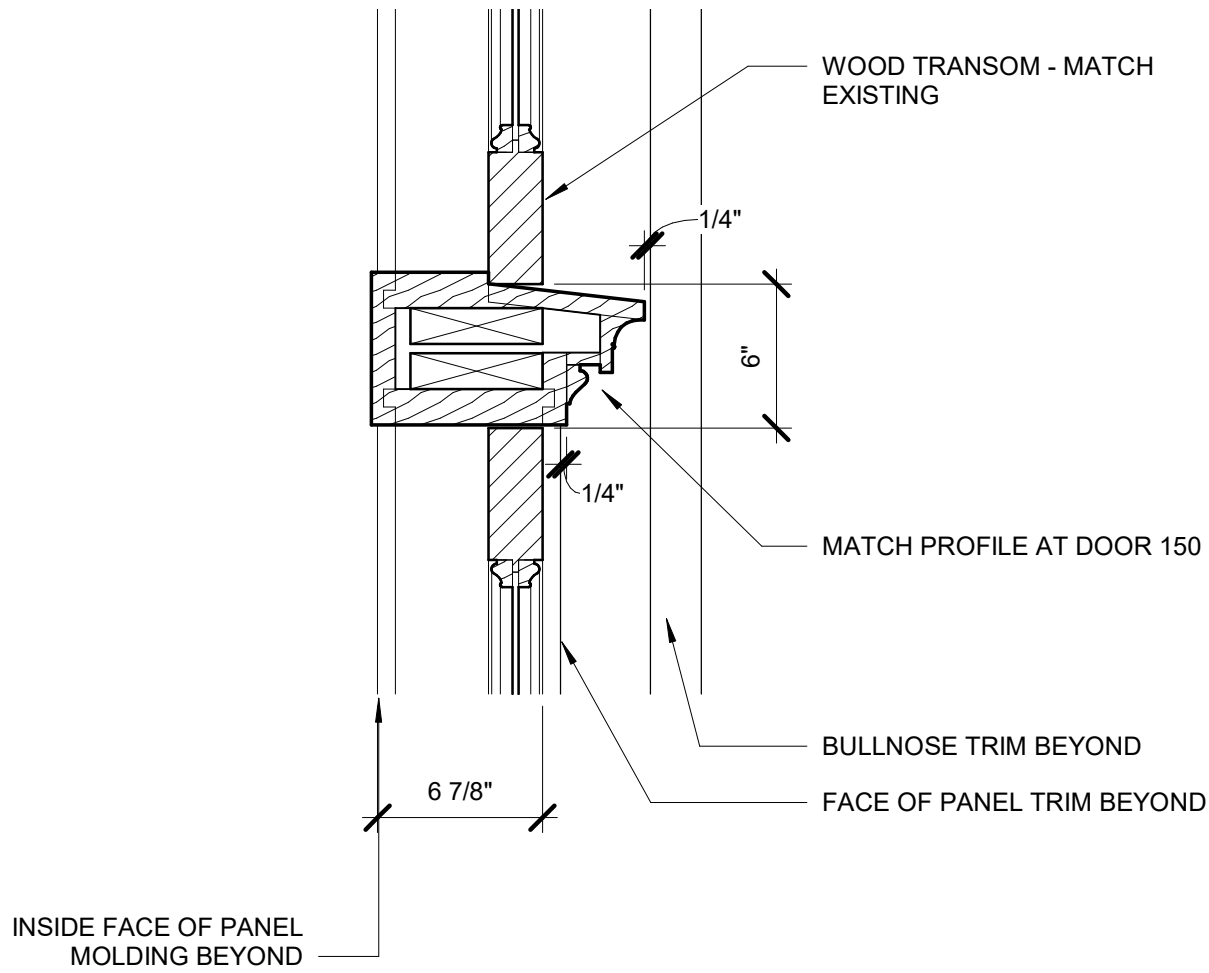
60% SUBMISSION DRAFT

Designed Designer Drawn Author Checked Checker Date 10/9/20

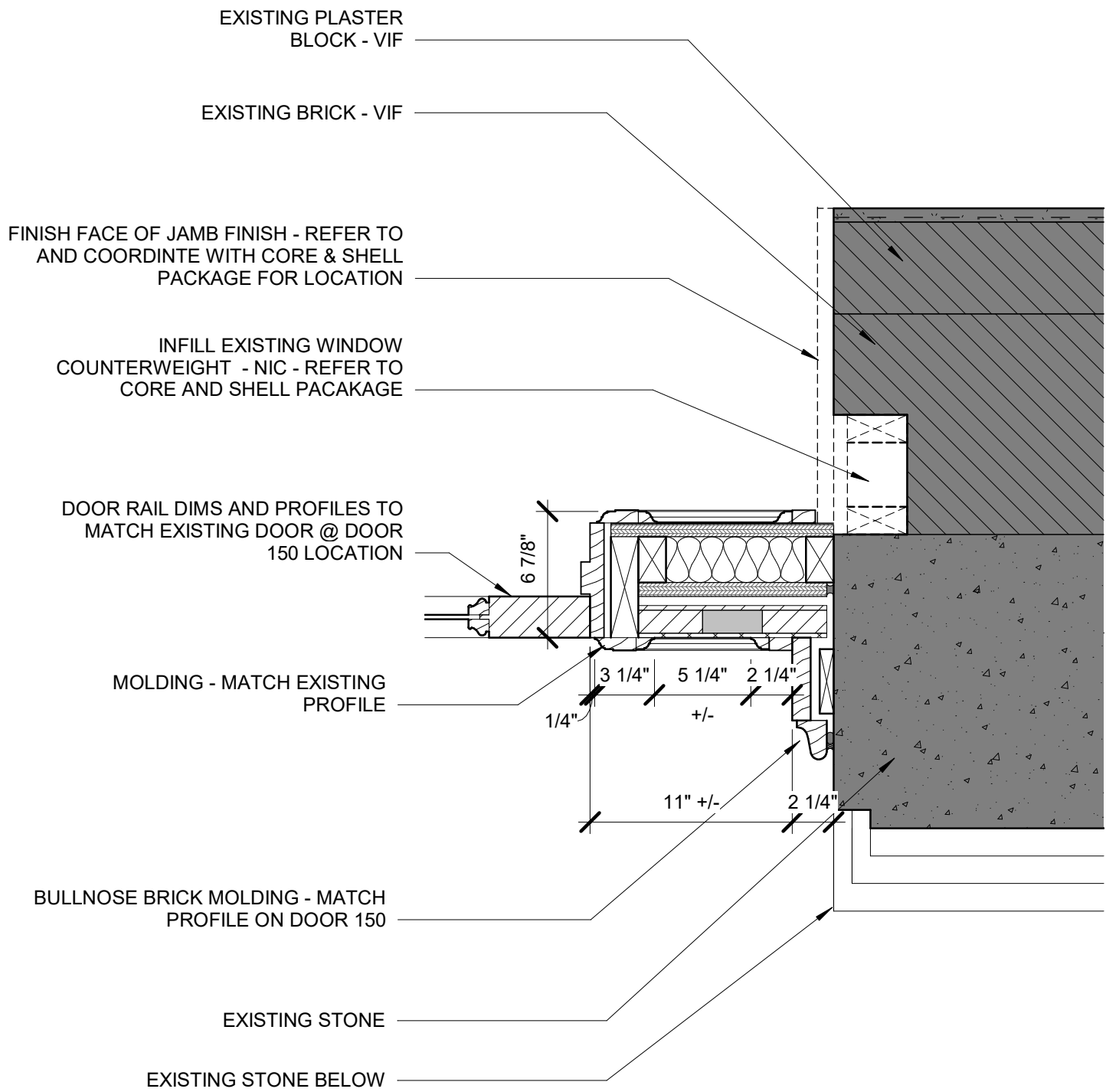
Work Elem. No: C.RE.100048

Sheet name:
DOOR DETAILS

Dwg. No. **1.A7.831**



2 HEAD DTL @ DOOR 128
1.A7.831 1 1/2" = 1'-0"



1 JAMB DTL @ DOOR 128
1.A7.831 1 1/2" = 1'-0"

FILE NAME: 1.A7.861
PENNSYLVANIA
STANDARD PEN TABLE YES

No.	Revisions	Date	By

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HEADHOUSE REHABILITATION
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Key Plan

Work Elem. No:	C.RE.100048
Sheet name:	MISC DETAILS
Dwg. No.	1.A7.861

